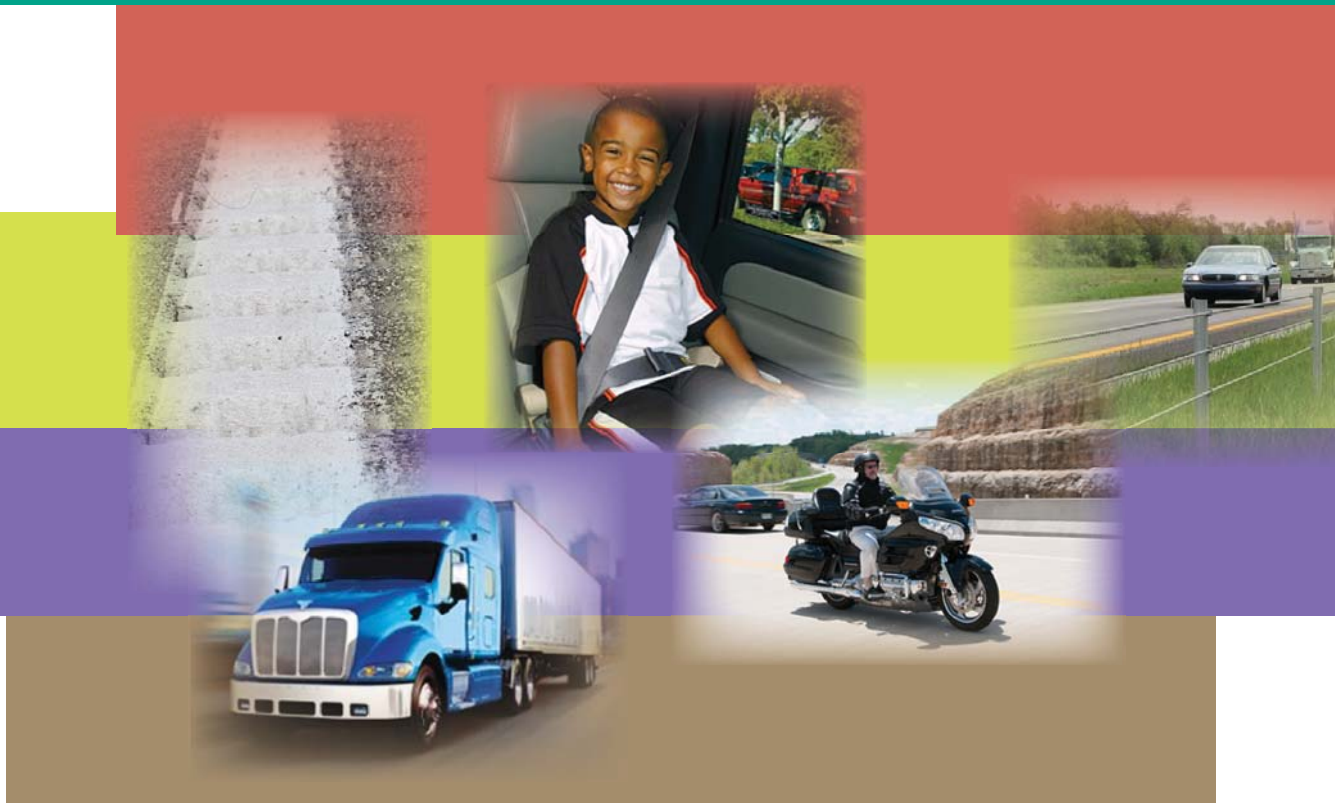


# State of Missouri

## 2014 Highway Safety Plan & Performance Plan & Section 405 Grant Program



**buzzed**  
driving is  
**drunk**  
driving  
designate a sober driver



**ARRIVE ALIVE**



Missouri Department of Transportation  
Traffic & Highway Safety Division  
830 MoDOT Drive . Jefferson City, MO 65109  
800.800.2358 or 573.751.4161 . [www.modot.org](http://www.modot.org)



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## **SECTION 405 GRANT PROGRAM**

**APPENDIX A TO PART 1200 –  
CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: \_\_\_\_\_

Fiscal Year: \_\_\_\_\_

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

**GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

## **THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

## **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered



transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

## **SECTION 402 REQUIREMENTS**

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.**

**I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.**



Signature Governor's Representative for Highway Safety

06-24-13

Date

**David B. Nichols, Director**

Printed name of Governor's Representative for Highway Safety

# MISSOURI'S HIGHWAY SAFETY PLAN (HSP)

## AND PERFORMANCE PLAN

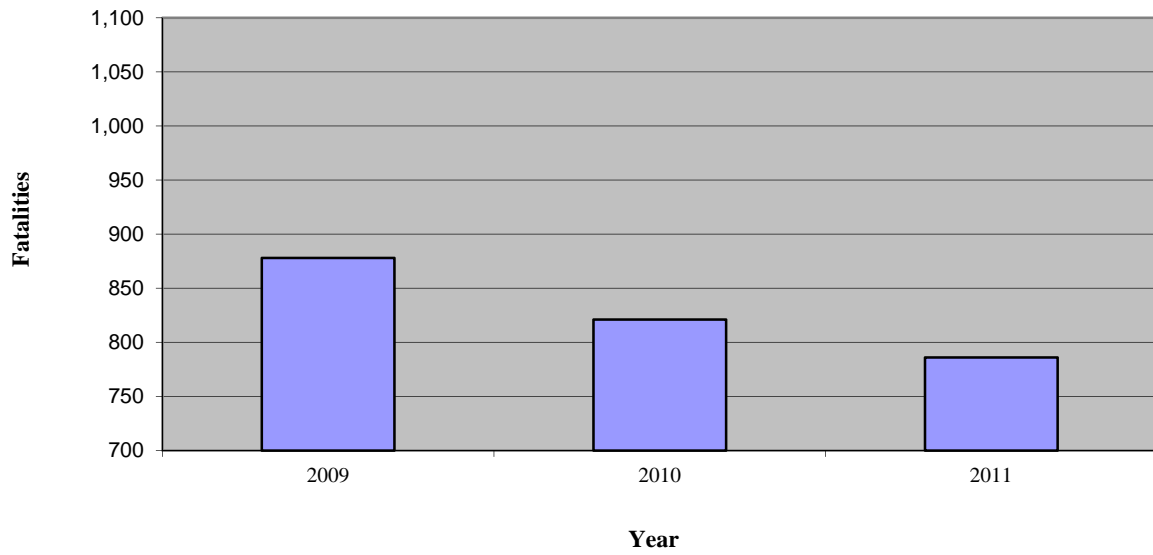
### **Supporting Background – *Missouri's Blueprint to SAVE MORE LIVES***

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state's Strategic Highway Safety Plan (SHSP) *Missouri's Blueprint for Safer Roadways* was developed that outlined opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities. The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE* was unveiled at the semi-annual Blueprint Conference in October 2008. The new goal was set to reduce traffic fatalities to 850 or fewer by 2012. That goal was reached two years early with 821 fatalities in 2010. In 2011 the fatality total was 786. Not only did we achieve the 2008 goal but also attained the lowest number of people lost in roadway related fatalities in Missouri since 1947.

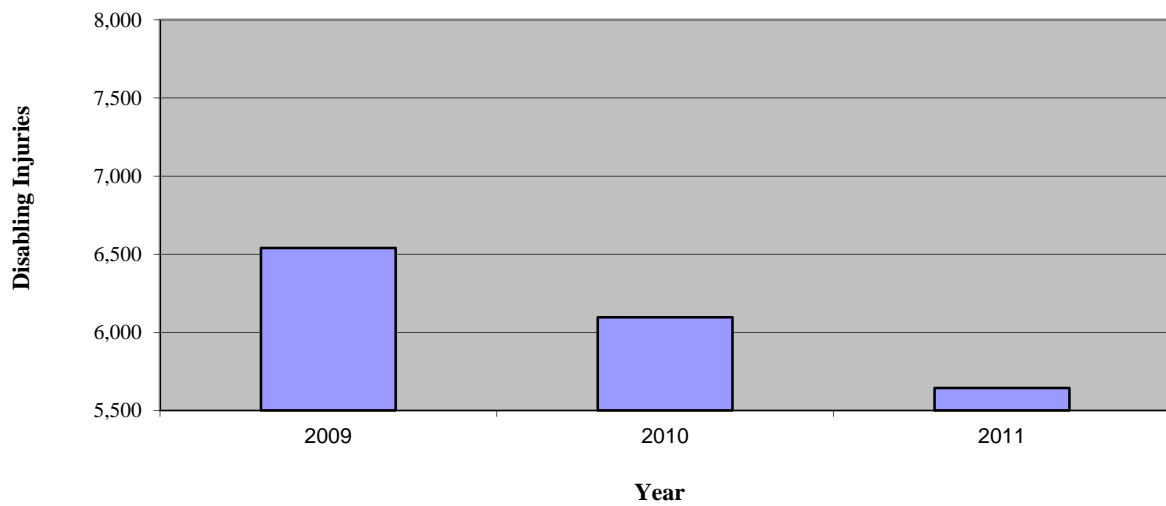
Missouri's third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The new target for this document is 700 or fewer fatalities by 2016. The document challenges all of us to not only focus on this target, but also concentrate on a higher vision and move Toward Zero Roadway Deaths.

Year	Fatalities	Disabling Injuries
2007	992	7,744
2008	960	6,932
2009	878	6,540
2010	821	6,096
2011	786	5,643
2007-2009 Total	2,830	21,216
2008-2010 Total	2,659	19,568
2009-2011 Total	<b>2,485</b>	<b>18,279</b>

**TRAFFIC CRASH FATALITIES  
2009-2011**



**TRAFFIC CRASH DISABLING INJURIES  
2009-2011**



## Missouri Annual Comparative Data Chart

### CORE OUTCOME MEASURES:

#### *Traffic Fatalities & Serious Injuries*

	2007	2008	2009	2010	2011
Number of Fatalities	992	960	878	821	784
Total Rural Fatalities	686	604	562	492	494
Total Urban Fatalities	306	356	316	329	290
Number of Serious Injuries	7744	6932	6539	6096	5643
Fatalities and Serious Injuries Combined	8736	7892	7417	6917	6427

#### *Fatalities per 100 Million Vehicle Miles Driven*

Vehicle Miles (Billions)	69150	68086	69096	70630	68790
Total Fatalities Per 100 Million VMT	1.43	1.41	1.27	1.16	1.14
Total Rural Fatalities per 100 million VMT	2.45	2.12	1.94	1.60	1.71
Total Urban Fatalities per 100 million VMT	0.74	0.9	0.79	0.82	0.72

#### *Passenger Vehicle Occupant Fatalities (all seat positions)*

Total	758	747	685	620	595
Restrained	244	215	220	195	176
Unrestrained Passenger Vehicle Fatalities	461	485	417	383	370
Unknown	53	47	48	42	49

#### *Alcohol-Impaired Driving Fatalities (BAC=.08+)*

Fatalities	333	314	302	257	258
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#### *Speed Related Fatalities*

Fatalities	434	441	379	324	310
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#### *Motorcyclist Fatalities*

Total	92	107	87	95	82
Helmited	69	83	63	83	71
Unhelmeted	21	24	22	11	10
Unknown	2	0	2	1	1

#### *Drivers age 20 or younger involved in fatal crashes*

Aged Under 15	2	3	4	4	2
Aged 15-20	171	162	143	118	131

#### *Pedestrians Fatalities*

Fatalities	79	63	68	55	75
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### CORE BEHAVIOR MEASURE

	2007	2008	2009	2010	2011
Observed seat belt use for passenger vehicles, front seat outboard occupants	77%	76%	77%	76%	79%

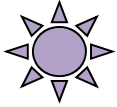
### ACTIVITY MEASURES

#### *Arrests and Citations:*

	2007	2008	2009	2010	2011
Safety Belt Citations Grant Funded	17,513	20,244	29,034	20,278	35,607
Impaired Driving Arrests Grant Funded	3,604	3,808	5,369	5,779	8,832
Speeding Citations Grant Funded	76,471	75,812	98,453	85,809	129,907

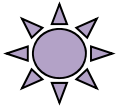
## ***Blueprint Strategies***

Through extensive data analysis, current research findings, and best practices, strategies were identified that must be implemented in order to make significant progress toward reaching the projected goal. Key strategies in the *Blueprint to SAVE MORE LIVES* were identified and called the “Necessary Nine”:



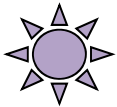
### **Increase Safety Belt Use**

- Pass a primary safety belt law
- Increase the number of local communities with primary safety belt ordinances
- Increase the fine for non-use of a safety belt under the current law



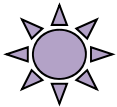
### **Expand the Installation of Rumble Strips/Stripes**

- Increase the number of miles of edgeline and centerline rumble strips/stripes



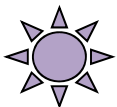
### **Increase Efforts to Reduce the Number of Substance-Impaired Vehicle Drivers and Motorcycle Operators**

- Increase the number of sobriety checkpoints
- Expand the use of ignition interlocks
- Increase the number of DWI courts



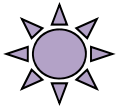
### **Improve Intersection Safety**

- Increase the use of Innovative Intersection Solutions (J-turns, Roundabouts)
- Expand the use of technology
- Increase targeted enforcement
- Increase pedestrian safety features



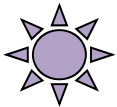
### **Improve Curve Safety**

- Increase the use of curve alignment signs
- Increase curve recognition with pavement marking
- Increase pavement friction



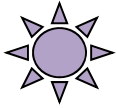
### **Change Traffic Safety Culture**

- Develop focused public education
- Expand outreach efforts



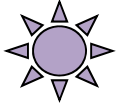
### **Improve Roadway Shoulders**

- Increase the miles of shoulders
- Reduce pavement edge drop-offs through maintenance



### **Increase Enforcement Efforts**

- Focus on high crash corridors
- Target high impact work zones



### **Expand and Improve Roadway Visibility**

- Ensure all roadway signs meet acceptable retroreflectivity
- Expand the use of delineation
- Expand the use of centerlines and edgelines and ensure the markings meet acceptable retroreflectivity

Six key Emphasis Areas and 25 Focus Areas were identified within the *Blueprint*:

#### **Emphasis Area I / Serious Crash Types**

##### **▪ Focus Areas**

- Run-Off-Road Crashes
- Horizontal Curve Crashes
- Intersection Crashes
- Collisions with Trees and Utility Poles
- Head-On Crashes

#### **Emphasis Area II / High-Risk Drivers and Unrestrained Occupants**

##### **▪ Focus Areas**

- Aggressive Drivers
- Unrestrained Drivers and Occupants
- Distracted and Drowsy Drivers
- Young Drivers (15 through 20 years of age)
- Substance-Impaired Drivers
- Unlicensed, Revoked or Suspended Drivers

#### **Emphasis Area III / Special Vehicles**

##### **▪ Focus Areas**

- Commercial Motor Vehicles (CMVs)
- All-Terrain Vehicles (ATVs)
- School Buses/School Bus Signals



#### **Emphasis Area IV / Vulnerable Roadway Users**

- ***Focus Areas***

- Older Drivers (65 years of age or older)
- Motorcyclists
- Pedestrians
- Bicyclists

#### **Emphasis Area V / Special Roadway Environments**

- ***Focus Areas***

- Nighttime Driving
- Work Zones
- Highway / Rail Crossings
- Traffic Incident Management Areas

#### **Emphasis Areas VI / Data and Data System Improvements**

- ***Focus Areas***

- Data Collection
- Data Accessibility
- System Linkage

For each of these focus areas, utilize strategies that incorporate the 4 E's – education, enforcement, engineering, and emergency response as well as technology and public policy.

## **Statewide Targets, Performance Measures and Benchmarks**

### **Target #1: To reduce fatalities to:**

- 850 by 2012
- 813 by 2013
- 775 by 2014
- 738 by 2015
- 700 by 2016

#### **Performance Measures:**

- Number of statewide fatalities
- Fatality rate per 100M VMT

#### **Benchmarks:**

- Expected 2012 fatalities = 850
- Expected 2012 fatality rate per 100M VMT = 1.2

### **Target #2: To reduce serious to:**

- 6,818 by 2009
- 6,549 by 2010
- 6,287 by 2011
- 6,020 by 2012
- 5,758 by 2013

#### **Performance Measure:**

- Number of serious injuries

#### **Benchmark:**

- Expected 2012 serious (disabling) injuries = 6,020

## **Targets by Region**

The Missouri Coalition for Roadway Safety has seen varied success from each of the seven regions in reducing fatalities on our roadways. While some regions have seen greater success than others in regards to percentage reduction, each has done a tremendous job in making our roads safer for the traveling public.

In order for the Coalition to reach the target of 700 or fewer by the end of 2016, each region will need to continue efforts in all disciplines. By the end of 2016, the state will have seen a roadway fatality reduction of 44 percent since 2005. More importantly, each region will have to reduce the roadway fatalities by over 40 percent in order for the state to reach the target.

The fatality number established for each region was determined from the previous eight years starting with 2005 (eight-year average). This method was preferred in order to minimize the fluctuations realized by each region.

### Fatalities by Region

*Reduction per Region (2013-2016 estimated)*

Year	NW	NE	KC	CD	SL	SW	SE	Total
2005	85	93	203	188	238	257	193	1,257
2006	56	63	150	190	205	260	172	1,096
2007	52	71	162	175	206	173	153	992
2008	59	62	171	155	195	179	139	960
2009	57	49	155	133	170	165	149	878
2010	32	66	145	101	175	167	135	821
2011	48	50	122	120	162	154	130	786
2012	46	58	161	123	171	143	124	826
2013	46	55	135	126	162	160	128	813
2014	44	52	129	121	155	152	122	775
2015	42	50	123	115	147	145	116	738
2016	40	47	117	109	140	138	110	700

## Safety Plan Integration

Missouri's target of 700 or fewer fatalities has been integrated into all key planning documents that include: State Highway Safety Strategic Plan, *Missouri's Blueprint to Save More Lives*; the Commercial Vehicle Safety Plan (CVSP); and the Highway Safety Plan and Performance Plan (HSP). Every effort will be made to establish evidence based strategies that will guide Missouri to meet this target.

## Blueprint Implementation

The *Blueprint* is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the state. The MCRS leads the charge to implement the *Blueprint* and encourage safety partners to focus their activities and programs in support of the "Necessary Nine" and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven (7) regional coalitions that develop annual safety plans. The coalitions meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort.

The *Blueprint* is an overarching strategic highway safety plan for the State of Missouri while the state's Section 402 Highway Safety Plan serves as one of the implementation components in support of the *Blueprint* efforts.

- The *Blueprint* serves as a **roadmap** for the State's Highway Safety Plan
- The "Necessary Nine" provides **direction** for the HSP
- The **goal** determines our **interim fatality reduction target**

## HSP and Performance Plan Overview

Under the Highway Safety Act of 1966, the National Highway Traffic Safety Administration (NHTSA) provides grants and technical assistance to states and communities. Section 402 of the Act requires each state to have a highway safety program to reduce traffic crashes and deaths, injuries and property damage. Section 402 grant funds are apportioned to the states based on the ratio of state population to the national population (75%) and state public road mileage to the total national public road mileage (25%).

Section 402 funds must be used to support the state's performance plan (which contains performance goals based on the traffic safety problems identified by the state) and the HSP. These plans provide for the implementation of a program that addresses a wide range of highway safety problems related to human factors and the roadway environment and that contributes to the reduction of crashes and resulting deaths and injuries.

The strategies outlined within the HSP and performance plan will be implemented in an attempt to reach the overarching statewide Blueprint target of **700 or fewer fatalities by 2016**.

## Performance Measures

Performance measures enable the state to track progress, from a specific baseline, toward meeting an interim target. In August 2008, the US Department of Transportation released a document, DOT HS 811 025, that outlines a minimum set of performance measures to be used

by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from the National Highway Traffic Safety Administration, State Highway Safety Offices, academic and research organizations, and other key groups developed these performance measures, which were agreed upon by NHTSA and the Governors Highway Safety Association.

The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to State highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, states set goals for and report progress on each of the 11 core outcome and behavior measures annually. Following are the 14 performance measures which will be identified within their respective program areas:

1. Fatalities (actual)
2. Fatality rate per 100M VMT (statewide; urban; rural)
3. Number of serious (disabling) injuries
4. Number of fatalities involving drivers or motorcycle operators with .08 BAC or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Percent observed belt use for passenger vehicles – front seat outboard occupants
12. Number of seat belt citations issued during grant-funded enforcement activities
13. Number of impaired driving arrests made during grant-funded enforcement activities
14. Number of speeding citations issued during grant-funded enforcement activities

## **Benchmarks**

Our benchmarks will serve as points of reference by which we are able to measure our progress. These benchmarks are not totally reliant upon the programs implemented by the highway safety office, however. They are often highly dependent upon existing public policy and the motoring public's adherence to traffic laws and safe driving habits.

The Statewide Goals, Performance Measures, and Benchmarks are “expectations” based upon the targets established in Missouri's Blueprint to ARRIVE ALLIVE (850 or fewer fatalities by 2012) and *Missouri's Blueprint to SAVE MORE LIVES* (700 or fewer fatalities by 2016).

## **Best Practices Countermeasures**

The highway safety office makes every attempt to ensure that effective countermeasure efforts are incorporated into the strategies of the Plan by employing the following methods:

1. Utilizing proven countermeasures identified within the latest update of *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, US DOT, NHTSA;
2. Evaluating traffic crash data to determine crash types, target populations and geographic locations in order to most effectively implement countermeasure efforts;

3. Participating in national law enforcement mobilizations that combine blanket enforcement and saturated media during established timeframes and in targeted traffic corridors;
4. Participating in state, regional, and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri; and
5. Reviewing highway safety research studies from Transportation Research Board, NHTSA, FHWA, FMCSA, Insurance Institute for Highway Safety, AAA Foundation, etc. to guide the inclusion of various strategies in the Plan.

## Partnerships

No highway safety office can work in a vacuum without communication, cooperation and coordination with our safety partners. This partnership approach allows us to expand our resources, generate diverse ideas, and incorporate new concepts and projects into our Highway Safety Plan. A sampling of the myriad of our safety partners includes:

American Automobile Association	MO Division of Alcohol and Drug Abuse
American Association of Retired Persons	MO Division of Alcohol and Tobacco Control
Blueprint Regional Coalitions (7 – Northwest, Northeast, Kansas City, Central, St. Louis, Southwest, Southeast)	MO Head Injury Advisory Council
Cape Girardeau Safe Communities Program	MO Injury and Violence Prevention Advisory Committee
City/County Engineers	MO Trucking Association
County Health Departments	MO Office of Prosecution Services
East-West Gateway Coordinating Council	MO Police Chiefs Association
Emergency Nurses Association	MO Safety Center
Federal Highway Administration	MO Sheriffs Association
Federal Motor Carrier Safety Administration	MO State Highway Patrol
Institutions of Higher Education	MO Youth/Adult Alliance
Law Enforcement Traffic Safety Advisory Council	Mothers Against Drunk Driving
Law Enforcement Training Academies	Motorcycle Safety Task Force
Local Technical Assistance Program	National Highway Traffic Safety Administration Region 7
Metropolitan Planning Organizations	Office of State Courts Administrator
Mid-American Regional Council	Operation Impact
MO Association of Insurance Agents	Operation Lifesaver
MO Automobile Dealers Association	Partners in Prevention
MO Coalition for Roadway Safety	Regional Planning Commissions
MO Department of Health & Senior Services	Safe Kids Coalitions
MO Department of Labor and Industrial Relations	Safety Council of the Ozarks
MO Department of Mental Health	Safety Council of Greater St. Louis
MO Department of Public Safety	Safety & Health Council of MO and KS
MO Department of Revenue	State Farm Insurance
	Think First Missouri
	Traffic Safety Alliance of the Ozarks

In addition to these highway safety partners, each *Blueprint* regional coalition has an extensive base of local partners.

## **Planning, Programming and Implementation Timeframes**

The state's highway safety program, as explained earlier, is a federal grant program. The federal fiscal year runs from the period October 1 through September 30.

The tables on the following pages represent the timeframes within which the agency must operate in order to meet our federal requirements. The timeframes also provide a quick overview of when grant applications, program reports, and annual reports are due. This information provides our grantees and the general public a clearer picture of our internal process.

Some dates are firm—those established by the federal government for submitting our HSP, annual report, and supplemental grant applications. Some of the dates established by the Highway Safety Office are more fluid; they may be revised in order to allow the agency to function more efficiently.

The first table sets the timeframes for the basic Section 402 Highway Safety Program and the annual report for that grant. The second table establishes the timeframes for the supplemental grant the agency may receive under the additional provisions of MAP-21.



## Planning, Programming and Implementation Timeframes Highway Safety Plan and Annual Report

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection & analysis, problem identification, internal planning and input solicitation for new fiscal year				1								
Mail out requests for project proposals for new fiscal year			1									
Contract and equipment monitoring by HS staff	O N G O I N G											
Grantee reimbursement vouchers	V O U C H E R S   A R E   P R O C E S S E D   M U L T I P L E   T I M E S   P E R   M O N T H											
Conduct regional grant application training sessions				2-15								
Grant applications due to HS						1						
Grant applications review & budget meetings							1-5					
Contracts written and reviewed internally									10			
HSP & Performance Plan/405 grants due to NHTSA									30			
Mail grantee award and denial letters											1	
Regional contract award workshops w/grantees											1-15	
Verify that soft match letters are on file												1
Program income submissions from grantees	31						30					
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports												30
Year end reports due from grantees		15										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						30					

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Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						30					

## **Grant Application Process**

The Highway Safety Office hosts grant application workshops each spring for potential grantees. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so that no participant has to travel terribly far in order to attend. They are usually scheduled during January.

Workshop participants are provided a packet explaining the highway safety grant program, the types of projects eligible for award, and an overview of statewide statistical traffic crash data. Potential grantees are given instruction on how to retrieve traffic crash data for analysis through the Missouri State Highway Patrol's web site.

The purpose of the highway safety program and the statewide goal are discussed to help the potential grantees understand how their efforts are imperative in order to impact the fatality reduction goal. Program areas are identified and the Highway Safety Grant Management System (GMS) and on-line reporting systems are reviewed. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2014 fiscal year was March 1, 2013.

## **Internal Grants Management System**

In late 2001, the Highway Safety Office began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind on-line grants management system. The system allows grantees to electronically submit applications. This information feeds into a system that builds databases for managing the highway safety grants (budgets, grantee lists, inventory, vouchering, reporting data, disbursement reports, etc.). The system went live for the 2003 grant application cycle. Since that time, the Highway Safety Office has continued to work with REJIS to refine the system in order to make it more user friendly for the grantees, in addition to being more functional and robust for the Highway Safety Office. An extensive rewrite took place to coincide with the 2010 grant cycle. The system was refined so that the processes of application submission, contract development, enforcement reporting, and vouchering are now entirely Web-based. Three additional programs were also added to the system: Safe Routes to School; Work Zones; and the Motor Carrier Safety Assistance Program. In 2010 the Safe Routes to School program was transferred to another Division of MoDOT, therefore, this section of the GMS received not further developed. Additional reporting components are currently in the development stages including a training section. The Highway Safety Office will continue to maintain and improve this grants management system as funding allows.

## **Grant Selection Process**

The highway safety program staff reviews the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to determine their relevancy toward meeting the highway safety goals. Applicants are contacted if clarification is needed. In essence, a case is prepared to present to management and the remaining program staff members to support whether the application should be funded in full, in part, or denied.

Fatal and disabling injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol,

speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and disabling injury county, city, and unincorporated county rank orders are located on pages 36-71 of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at <https://www.mshp.dps.missouri.gov/TR10WEB/includes/TR10L600.jsp>.

Law enforcement applications are assessed to determine their rankings by the type of project they are choosing to conduct. While the highest-ranking locals are given priority because of the potential impact of their project, other considerations are taken into account. For instance, a lower-ranking city may be given a project because the county in which they reside ranks high or they may fall within a dangerous corridor. Some communities are given a project in order to participate in the national mobilizations while others are given consideration because the Highway Safety Office has determined a need exists to garner traffic safety minded agencies within a particular geographic location. An additional consideration may be their participation in multi-jurisdictional law enforcement task forces.

An internal team of highway safety program staff review all grant applications. Several days are set aside to review the applications and hear both supporting arguments and issues of concern. The reviewers take many factors into consideration when assessing these applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian, or bicycle safety)?
- Does the project address the key emphasis areas identified within the *Blueprint* and does it have the ability to impact statewide traffic crash fatalities and disabling injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have “best practices” countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
- Will the activity serve as a “foundational project” that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?
- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Has past experience working with this grantee been positive or negative (have they performed according to expectations; have there been monitoring or audit findings)?
- Is the local government or administration supportive of this proposed activity?

- If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
- Is there sufficient funding in the budget to support all or part of this application?

The applications are discussed at length to determine whether they should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). A key reference document is *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

When equipment is required, the grantee agency is requested to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support.

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2016.

## **Grantee Compliance Requirements**

### **COMPLIANCE**

**Any agency receiving a Highway Safety grant must comply with the following Statutes or Rules:**

Nondiscrimination — CFR Chapter 50 prohibits discrimination on the basis of race, color, religion, sex or national origin including DBE and Segregated Facilities.

Hatch Act – Pursuant to United States Code Sections 1501-1508, employees who are paid in whole or in part with federal funds are prohibited from participating in certain partisan political activities including, but not limited to, being candidates for elective office.

Federal Funding Accountability and Transparency Act: Grantees must disclose detailed information about their operations including the name and location of the entity, amount of award, transaction type, unique identifier, names and the total compensation of the five most highly compensated officers of the entity if certain parameters are met. The State then compiles this information for all grantees and facilitates the disclosure of this information to the federal government and the public.

Buy America Act – The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323 (j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases

would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**Any law enforcement agency receiving a Highway Safety grant must also comply with the following Statutes or Rules:**

Peace Officer Standards and Training Certification (P.O.S.T.) — Pursuant to RSMo 590.100-590.180 all peace officers in the State of Missouri are required to be certified by the Department of Public Safety

Statewide Traffic Analysis Reporting (STARS) – Pursuant to RSMo 43.250, law enforcement agencies must file accident reports with the Missouri State Highway Patrol

Uniform Crime Reporting — Pursuant to RSMo 43.505, all law enforcement agencies shall submit crime incident reports to the Department of Public Safety on the forms or in the format prescribed by DPS, as shall any other crime incident information that may be required by DPS.

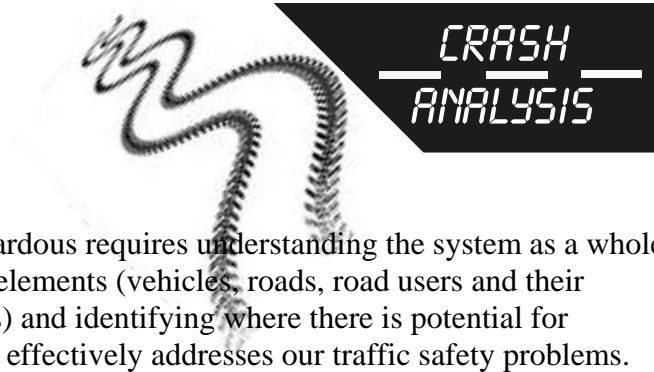
Racial Profiling — Pursuant to RSMo 590.650, each law enforcement agency shall compile the data described in subsection 2 of Section 590.650 for the calendar year into a report to the Attorney General and submit the report to the AG no later than March first of the following calendar year.

## **LOCAL ORDINANCES AND POLICIES**

Agencies are encouraged to adopt, if possible:

- ***Model Traffic Ordinance***—RSMo 300.00—Rules governing traffic administration and regulation
- ***Child Restraints***—RSMo 307.179—Passenger restraint system required for children birth through age seven years (Primary Offense)
- ***Seat Belts***—RSMo 307.178—Seat belts required for passenger cars
- ***Primary Seat Belt*** – A model ordinance allowing primary enforcement of a seat belt violation.
- ***Open Container***—A model ordinance prohibiting the possession of an open container of alcoholic beverages in a motor vehicle.
- ***Law Enforcement Vehicular Pursuit Training***—Section 402 subsection (l) pursuant to SAFETEA-LU, requires **states** to actively encourage all relevant law enforcement agencies in the state to follow guidelines set for vehicular pursuits issued by the International Association of Chiefs of Police. The Highway Safety Office, by way of letter and inclusion in the Highway Safety Contract Conditions, encourages all Missouri law enforcement agencies to follow the IACP Vehicular Pursuit Guidelines.

# STATEWIDE TRAFFIC CRASH ANALYSIS



Making the roadway traffic system less hazardous requires understanding the system as a whole – understanding the interaction between its elements (vehicles, roads, road users and their physical, social and economic environments) and identifying where there is potential for intervention. This integrated approach more effectively addresses our traffic safety problems.

## Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws) or condition (effects of alcohol or drugs, inattention, decision errors, age). Roadway environment factors include the design of the roadway, roadside hazards, and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as contributing most often to crashes at 93 percent, followed by roadway environment at 33 percent, and finally the vehicle at 13 percent (US General Accounting Office, GAO-03-436, *Research Continues on a Variety of Factors that Contribute to Motor Vehicle Crashes*, March 2003).

Since this plan is directed toward modifying behavior so that safety will be the accepted norm, it stands to reason that we must identify and categorize those individuals who are making unsafe decisions and/or who are causing traffic crashes. It will be obvious to the reader that this document references *targeted* audiences or populations. The term “target audience” infers a population group that is overrepresented in a particular type of crash (e.g., drinking drivers) or is underrepresented in using safety devices (e.g., unhelmeted motorcyclists or unbuckled occupants). This terminology is in no way meant to profile certain populations by age, gender, race, or nationality. Rather, this is an accepted term to identify specific population groups that must be reached with our messages and our enforcement efforts if we are to reduce traffic crashes, prevent injuries and save lives.

Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. Due to a substantial backlog of crash reports, Missouri's 2012 crash file has not been finalized and closed. As a result, the FY 2014 Highway Safety Plan references crash statistics only through 2011.

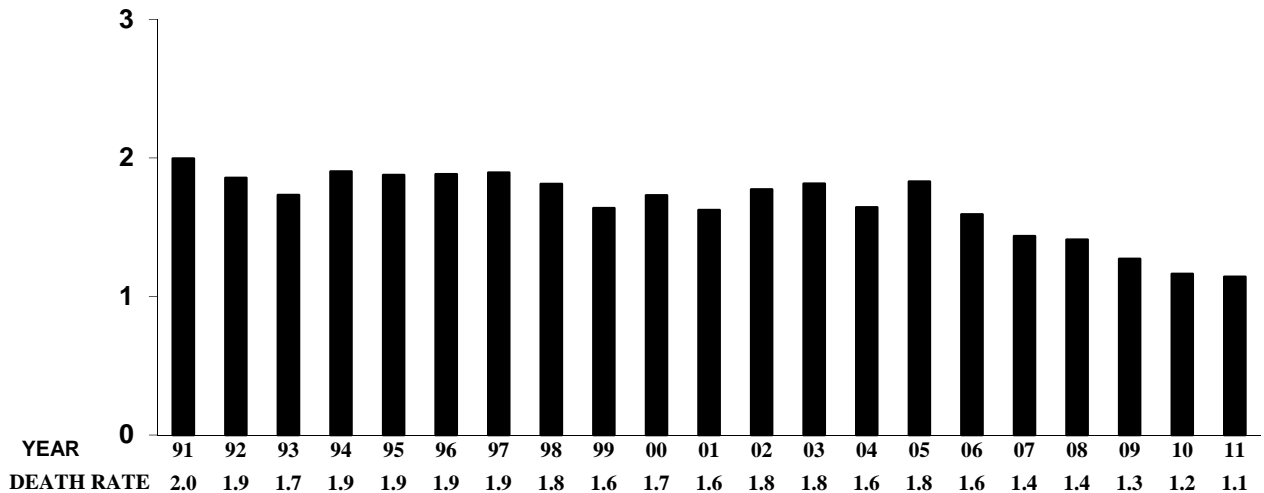
In the 3-year period **2009-2011**, a total of **2,485 people died** on Missouri's roadways while another **18,279 suffered disabling injuries**. A fatality is recorded when a victim dies within 30 days of the crash date from injuries sustained in the crash. A disabling injury is recorded when a victim observed at the scene has sustained injuries that prevent them from walking, driving, or continuing activities the person was capable of performing before the crash. While we recognize that many crashes result simply in property damage, only fatal and disabling (serious) injury



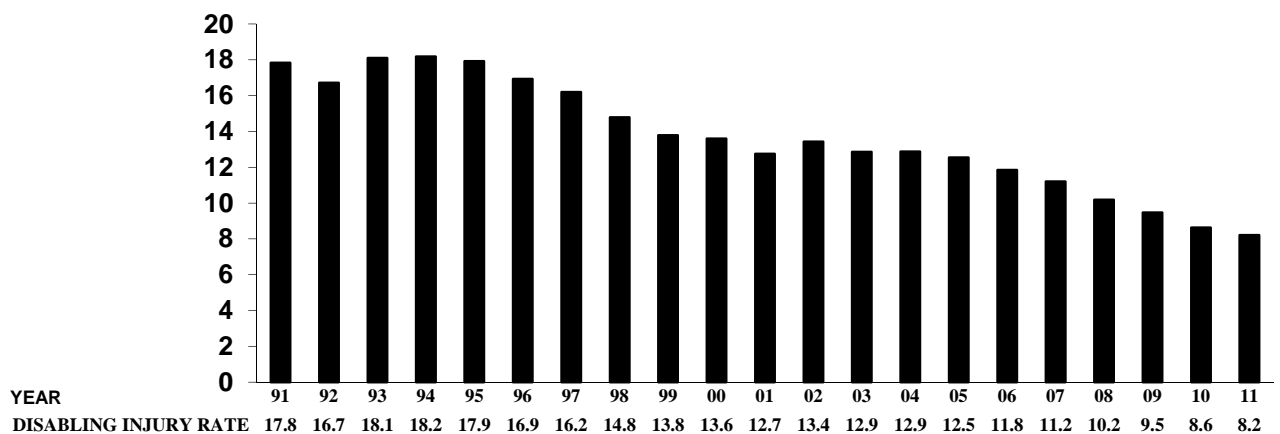
crashes have been targeted because they are more costly in human suffering, social and economic terms.

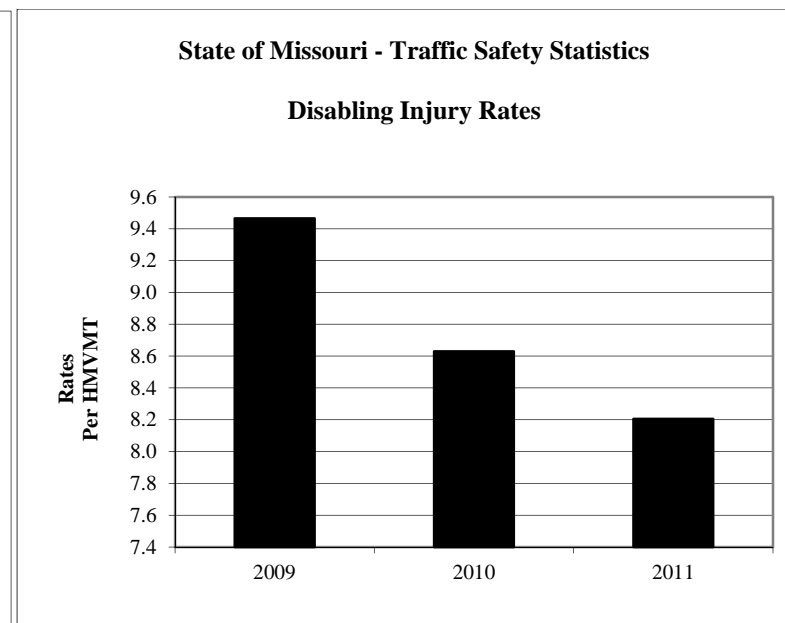
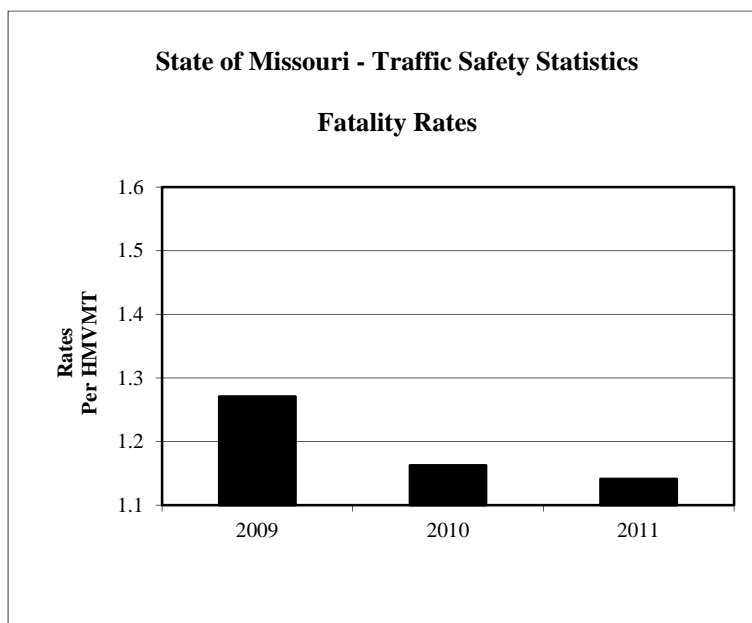
The graphs on this page present a long-term depiction of deaths and disabling injuries covering the 21-year period 1991 through 2011. While the graphs on the following page address only the three-year period 2009-2011 assessed within this plan. In addition, the final graph depicts the three-year moving average of fatalities. Due to a substantial backlog of crash reports, Missouri's 2012 crash file has not been closed. As a result, crash data references crash statistics only through 2011.

### MISSOURI DEATH RATE 1991-2011



### MISSOURI DISABLING INJURY RATE 1991-2011



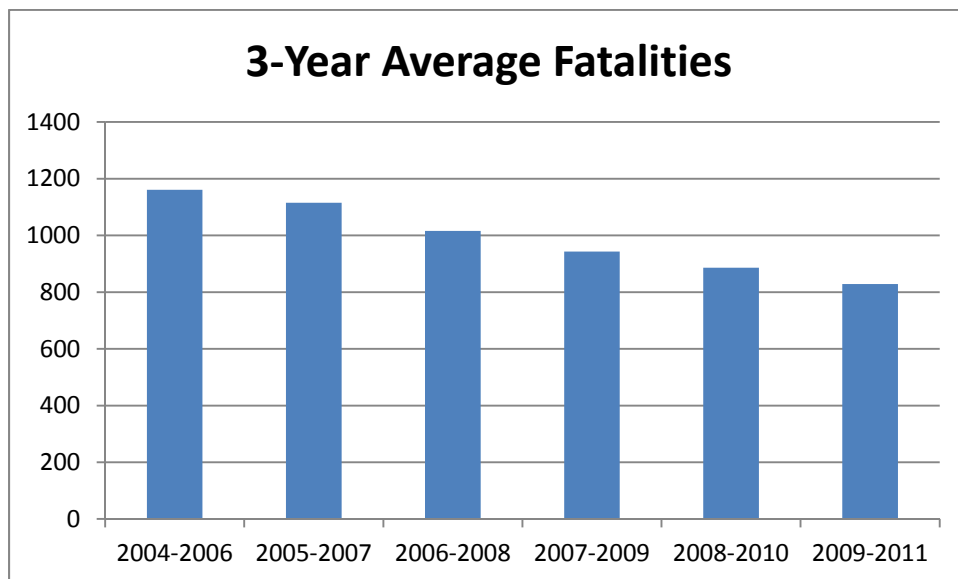


Year	Fatalities	Disabling Injuries	Miles Traveled <sup>1</sup>	Fatality <sup>2</sup> Rate	Disabling Injury Rate <sup>3</sup>
2009	878	6,540	69,096,000,000	1.3	9.5
2010	821	6,095	70,630,000,000	1.2	8.6
2011	786	5,643	68,790,000,000	1.1	8.2

<sup>1</sup>Miles traveled were obtained from the Missouri Department of Transportation - Planning (not an official number)

<sup>2</sup>Number of fatalities per 100 million miles of vehicle travel.

<sup>3</sup>Number of disabling injuries per 100 million miles of vehicle travel.



### Current Traffic Crash Data: 2009-2011

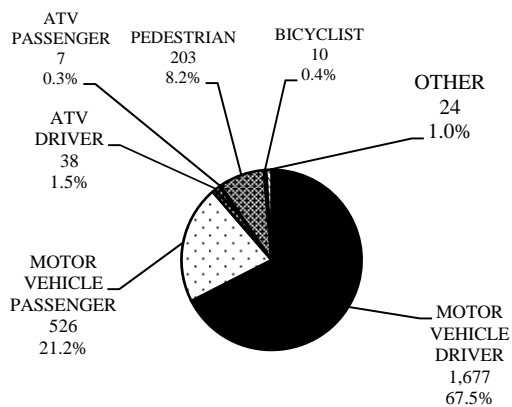
Although overall fatalities and the death rate reflect a positive reduction, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2009-2011, of the 447,397 traffic crashes, 2,280 resulted in fatalities and 14,188 resulted in serious injuries. These fatal and serious injury crashes resulted in 2,485 deaths and 18,279 serious injuries.

A substantial number of persons killed and injured in Missouri's 2009-2011 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 67.5% were drivers and 21.2% were passengers; of those seriously injured, 65% were drivers and 26.5% were passengers.

## 2009-2011 MISSOURI FATALITIES AND DISABLING INJURIES

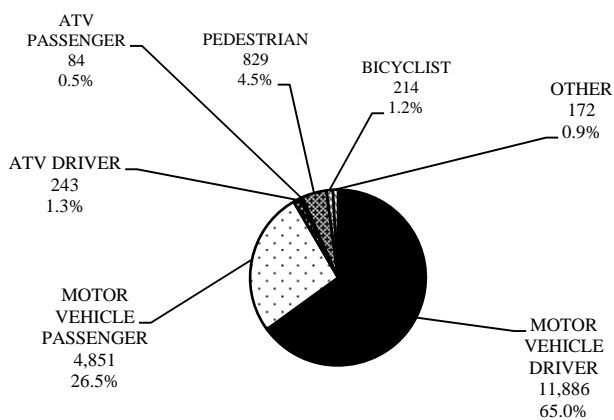
### PERSONS KILLED

2,485



### PERSONS SERIOUSLY INJURED

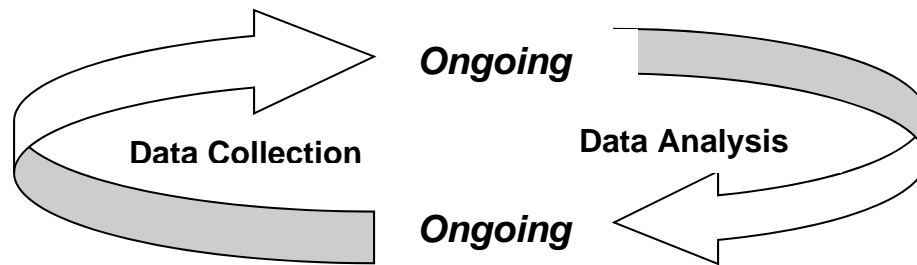
18,279



Note: OTHER = drivers/passengers of farm implements, motorized bicycles, other transport devices, construction equipment and unknown vehicle body types.

## Data Collection

Data is the cornerstone of this plan, and is essential for diagnosing crash problems and monitoring efforts to solve traffic safety problems. We must identify the demographics of the roadway users involved in crashes, what behaviors or actions led to their crashes, and the conditions under which the crashes occurred. Data collection and analysis is dynamic throughout the year.



When data is effectively used to identify repeating patterns in the dynamic interaction of people, pavement, vehicles, traffic, and other conditions, there is increased potential for successful mitigation. From this comes a reduction in the number and severity of crashes, ultimately resulting in fewer fatalities and disabling injuries.

The Missouri State Highway Patrol serves as the central repository for all traffic crash data in the state. The Safety Section of MoDOT's Traffic and Highway Safety Division analyzes that data to compile statistics on fatalities and disabling injuries. Three years' worth of crash statistics are compiled to provide a more representative sampling, thereby more effectively normalizing the data.

Collisions are analyzed to identify:

- *Occurrence* – time of day, day of week, month of year, holidays and/or special events
- *Roadways* – urban versus rural, design, signage, traffic volume, work zones, visibility factors, location within high accident corridors
- *Roadway users* – age, gender, vehicle users versus pedestrians
- *Safety devices* – used/not used (safety belts, child safety seats, motorcycle helmets)
- *Causation factors* –
  - Primary: aggressive driving, impaired by alcohol and/or other drugs, distracted or fatigued, speeding or driving too fast for conditions, red light running
  - Secondary: run off the road, head-on, horizontal curves, collisions with trees or utility poles, unsignalized intersections
- *Vehicles* – type (e.g., passenger vehicles, motorcycles, pickup trucks)

## Contributing Factors

Analysis of our statewide traffic crash data was based on the six emphasis areas and their focus areas as defined in the **Missouri's Blueprint to SAVE MORE LIVES:**

Emphasis Area I – Serious Crash Types

Emphasis Area II – High-Risk Drivers and Unrestrained Occupants

Emphasis Area III – Special Vehicles

Emphasis Area IV – Vulnerable Roadway Users

Emphasis Area V – Special Roadway Environments

Emphasis Area VI – Data and Data System Improvements

**COUNTY**  
**RANK ORDER**  
  
**2009 – 2011**  
  
**FATAL**  
**CRASHES**

## 2009 - 2011 MISSOURI FATAL TRAFFIC CRASHES RANK ORDER COUNTY LIST

*Data reflects all crashes in system as of August 2, 2012*

Ranking	County	Count	Percent
1	JACKSON	209	9.2%
2	ST. LOUIS	141	6.2%
3	ST. LOUIS CITY	120	5.3%
4	JEFFERSON	83	3.6%
5	ST. CHARLES	82	3.6%
6	GREENE	79	3.5%
7	FRANKLIN	57	2.5%
8	CLAY	52	2.3%
9	NEWTON	50	2.2%
10	JASPER	37	1.6%
11	BOONE	36	1.6%
12	CALLAWAY	34	1.5%
13	ST. FRANCOIS	34	1.5%
14	PLATTE	32	1.4%
15	WASHINGTON	31	1.4%
16	HOWELL	28	1.2%
17	NEW MADRID	28	1.2%
18	LAWRENCE	27	1.2%
19	PETTIS	27	1.2%
20	BARRY	26	1.1%
21	TANEY	26	1.1%
22	BUTLER	24	1.1%
23	COLE	24	1.1%
24	PULASKI	24	1.1%
25	STONE	24	1.1%
26	CASS	23	1.0%
27	SCOTT	23	1.0%
28	CHRISTIAN	22	1.0%
29	MILLER	22	1.0%
30	STODDARD	22	1.0%
31	WARREN	22	1.0%
32	CAMDEN	21	0.9%
33	LACLEDE	21	0.9%
34	CAPE GIRARDEAU	20	0.9%
35	LINCOLN	20	0.9%
36	DUNKLIN	19	0.8%
37	LAFAYETTE	19	0.8%
38	TEXAS	19	0.8%
39	WAYNE	19	0.8%
40	BUCHANAN	18	0.8%
41	MORGAN	18	0.8%

42	PHELPS	18	0.8%
43	POLK	18	0.8%
44	HENRY	17	0.7%
45	CRAWFORD	16	0.7%
46	WEBSTER	16	0.7%
47	BENTON	15	0.7%
48	MARION	14	0.6%
49	VERNON	14	0.6%
50	MCDONALD	13	0.6%
51	MONTGOMERY	13	0.6%
52	NODAWAY	13	0.6%
53	PEMISCOT	13	0.6%
54	RIPLEY	13	0.6%
55	OSAGE	12	0.5%
56	ST. CLAIR	12	0.5%
57	ANDREW	11	0.5%
58	AUDRAIN	11	0.5%
59	DOUGLAS	11	0.5%
60	RAY	11	0.5%
61	STE. GENEVIEVE	11	0.5%
62	ADAIR	10	0.4%
63	BARTON	10	0.4%
64	CARTER	10	0.4%
65	CLINTON	10	0.4%
66	DEKALB	10	0.4%
67	DENT	10	0.4%
68	GASCONADE	10	0.4%
69	JOHNSON	10	0.4%
70	PERRY	10	0.4%
71	PIKE	10	0.4%
72	RANDOLPH	10	0.4%
73	SHANNON	10	0.4%
74	BATES	9	0.4%
75	DALLAS	9	0.4%
76	HICKORY	9	0.4%
77	OREGON	9	0.4%
78	OZARK	9	0.4%
79	CALDWELL	8	0.4%
80	GRUNDY	8	0.4%
81	IRON	8	0.4%
82	MONROE	8	0.4%
83	LIVINGSTON	7	0.3%
84	MACON	7	0.3%
85	MADISON	7	0.3%
86	MARIES	7	0.3%
87	WRIGHT	7	0.3%
88	CARROLL	6	0.3%



89	CLARK	6	0.3%
90	COOPER	6	0.3%
91	LEWIS	6	0.3%
92	LINN	6	0.3%
93	MISSISSIPPI	6	0.3%
94	MONITEAU	6	0.3%
95	RALLS	6	0.3%
96	SALINE	6	0.3%
97	CEDAR	5	0.2%
98	GENTRY	5	0.2%
99	HARRISON	5	0.2%
100	MERCER	5	0.2%
101	SHELBY	5	0.2%
102	DADE	4	0.2%
103	HOWARD	4	0.2%
104	KNOX	4	0.2%
105	REYNOLDS	4	0.2%
106	BOLLINGER	3	0.1%
107	SULLIVAN	3	0.1%
108	CHARITON	2	0.1%
109	DAVIESS	2	0.1%
110	HOLT	2	0.1%
111	PUTNAM	2	0.1%
112	ATCHISON	1	0.0%
113	SCHUYLER	1	0.0%
114	SCOTLAND	1	0.0%
115	WORTH	1	0.0%
Total		2280	

**COUNTY  
RANK ORDER  
  
2009 – 2011**

**DISABLING INJURY  
CRASHES**

## 2009 - 2011 MISSOURI DISABLING INJURY TRAFFIC CRASHES RANK ORDER COUNTY LIST

*Data reflects all crashes in system as of August 2, 2012*

Ranking	County	Count	Percent
1	JACKSON	1580	11.1%
2	ST. LOUIS	1444	10.2%
3	JEFFERSON	593	4.2%
4	GREENE	552	3.9%
5	ST. CHARLES	519	3.7%
6	ST. LOUIS CITY	491	3.5%
7	BUCHANAN	438	3.1%
8	CLAY	381	2.7%
9	FRANKLIN	368	2.6%
10	BOONE	263	1.9%
11	CHRISTIAN	261	1.8%
12	JASPER	238	1.7%
13	COLE	220	1.6%
14	LACLEDE	206	1.5%
15	LAWRENCE	202	1.4%
16	NEWTON	185	1.3%
17	TANEY	182	1.3%
18	CAPE GIRARDEAU	161	1.1%
19	CASS	159	1.1%
20	LINCOLN	152	1.1%
21	BUTLER	142	1.0%
22	PULASKI	140	1.0%
23	BARRY	130	0.9%
24	WEBSTER	130	0.9%
25	PLATTE	129	0.9%
26	ST. FRANCOIS	127	0.9%
27	CAMDEN	126	0.9%
28	STONE	126	0.9%
29	HOWELL	124	0.9%
30	TEXAS	122	0.9%
31	CRAWFORD	121	0.9%
32	PHELPS	119	0.8%
33	MCDONALD	118	0.8%
34	JOHNSON	116	0.8%
35	CALLAWAY	108	0.8%
36	PETTIS	107	0.8%

37	SCOTT	105	0.7%
38	LAFAYETTE	99	0.7%
39	MARION	95	0.7%
40	BENTON	94	0.7%
41	DENT	94	0.7%
42	WASHINGTON	88	0.6%
43	MILLER	86	0.6%
44	PEMISCOT	86	0.6%
45	NEW MADRID	80	0.6%
46	MORGAN	77	0.5%
47	WRIGHT	76	0.5%
48	POLK	75	0.5%
49	DUNKLIN	71	0.5%
50	ST. CLAIR	70	0.5%
51	SHANNON	65	0.5%
52	CEDAR	64	0.5%
53	ADAIR	63	0.4%
54	RANDOLPH	63	0.4%
55	NODAWAY	61	0.4%
56	AUDRAIN	59	0.4%
57	DALLAS	59	0.4%
58	BOLLINGER	58	0.4%
59	RIPLEY	58	0.4%
60	OZARK	57	0.4%
61	BATES	56	0.4%
62	PIKE	56	0.4%
63	WARREN	56	0.4%
64	COOPER	52	0.4%
65	SALINE	51	0.4%
66	DOUGLAS	48	0.3%
67	OSAGE	48	0.3%
68	MONITEAU	47	0.3%
69	RALLS	47	0.3%
70	CARTER	45	0.3%
71	MACON	45	0.3%
72	OREGON	44	0.3%
73	REYNOLDS	43	0.3%
74	LEWIS	42	0.3%
75	LIVINGSTON	42	0.3%
76	HENRY	41	0.3%
77	MONTGOMERY	41	0.3%

78	STE. GENEVIEVE	41	0.3%
79	MARIES	40	0.3%
80	VERNON	40	0.3%
81	GASCONADE	39	0.3%
82	PERRY	39	0.3%
83	STODDARD	39	0.3%
84	MONROE	36	0.3%
85	RAY	36	0.3%
86	MADISON	35	0.2%
87	MISSISSIPPI	35	0.2%
88	HOLT	34	0.2%
89	IRON	34	0.2%
90	WAYNE	34	0.2%
91	CLINTON	31	0.2%
92	LINN	30	0.2%
93	DADE	28	0.2%
94	GRUNDY	28	0.2%
95	ATCHISON	27	0.2%
96	BARTON	27	0.2%
97	CHARITON	27	0.2%
98	HARRISON	27	0.2%
99	ANDREW	26	0.2%
100	CARROLL	25	0.2%
101	CALDWELL	24	0.2%
102	DEKALB	24	0.2%
103	HOWARD	24	0.2%
104	SCHUYLER	19	0.1%
105	HICKORY	18	0.1%
106	KNOX	18	0.1%
107	DAVIESS	17	0.1%
108	GENTRY	17	0.1%
109	SCOTLAND	17	0.1%
110	CLARK	12	0.1%
111	SULLIVAN	12	0.1%
112	MERCER	11	0.1%
113	PUTNAM	11	0.1%
114	SHELBY	10	0.1%
115	WORTH	9	0.1%
Total		14188	

**CITY**  
**RANK ORDER**  
  
**2009 – 2011**  
  
**FATAL**  
**CRASHES**

## 2009 - 2011 MISSOURI FATAL TRAFFIC CRASHES RANK ORDER CITY LIST

*Data reflects all crashes in system as of August 2, 2012*

Ranking	City	Count	Percent
1	KANSAS CITY	174	20.8%
2	ST. LOUIS	120	14.3%
3	SPRINGFIELD	38	4.5%
4	INDEPENDENCE	26	3.1%
5	LEES SUMMIT	19	2.3%
6	JOPLIN	16	1.9%
7	COLUMBIA	15	1.8%
8	WENTZVILLE	12	1.4%
9	ST. CHARLES	10	1.2%
10	ST. JOSEPH	10	1.2%
11	ARNOLD	9	1.1%
12	HAZELWOOD	9	1.1%
13	JEFFERSON CITY	9	1.1%
14	FLORISSANT	7	0.8%
15	BRIDGETON	6	0.7%
16	HANNIBAL	6	0.7%
17	OZARK	6	0.7%
18	SIKESTON	6	0.7%
19	ST. PETERS	6	0.7%
20	BLUE SPRINGS	5	0.6%
21	CHESTERFIELD	5	0.6%
22	CREVE COEUR	5	0.6%
23	FENTON	5	0.6%
24	O'FALLON	5	0.6%
25	BOLIVAR	4	0.5%
26	DES PERES	4	0.5%
27	DEXTER	4	0.5%
28	FARMINGTON	4	0.5%
29	GRANDVIEW	4	0.5%
30	LIBERTY	4	0.5%
31	SEDALIA	4	0.5%
32	ST. JAMES	4	0.5%
33	SUNSET HILLS	4	0.5%
34	UNION	4	0.5%
35	VILLA RIDGE	4	0.5%
36	WEST PLAINS	4	0.5%

37	AURORA	3	0.4%
38	BELTON	3	0.4%
39	BERKELEY	3	0.4%
40	CAMERON	3	0.4%
41	CAPE GIRARDEAU	3	0.4%
42	CLINTON	3	0.4%
43	GLADSTONE	3	0.4%
44	GRAIN VALLEY	3	0.4%
45	KIRKSVILLE	3	0.4%
46	MARSHALL	3	0.4%
47	MOBERLY	3	0.4%
48	NEVADA	3	0.4%
49	ST. ROBERT	3	0.4%
50	WARRENTON	3	0.4%
51	WILDWOOD	3	0.4%
52	BRANSON	2	0.2%
53	CAMPBELL	2	0.2%
54	CRESTWOOD	2	0.2%
55	DE SOTO	2	0.2%
56	DESLOGE	2	0.2%
57	EAST PRAIRIE	2	0.2%
58	ELLISVILLE	2	0.2%
59	FERGUSON	2	0.2%
60	FORT LEONARD WOOD	2	0.2%
61	FULTON	2	0.2%
62	GAINESVILLE	2	0.2%
63	HILLSBORO	2	0.2%
64	IMPERIAL	2	0.2%
65	JENNINGS	2	0.2%
66	LAKE LOTAWANA	2	0.2%
67	LAURIE	2	0.2%
68	LEBANON	2	0.2%
69	MARYLAND HEIGHTS	2	0.2%
70	MEXICO	2	0.2%
71	MOUNTAIN VIEW	2	0.2%
72	NEOSHO	2	0.2%
73	NORTH KANSAS CITY	2	0.2%
74	OAK GROVE	2	0.2%
75	PAGEDALE	2	0.2%
76	PARKVILLE	2	0.2%
77	PECULIAR	2	0.2%
78	PIEDMONT	2	0.2%



79	PLATTE CITY	2	0.2%
80	REPUBLIC	2	0.2%
81	RIVERSIDE	2	0.2%
82	ROGERSVILLE	2	0.2%
83	SMITHVILLE	2	0.2%
84	SULLIVAN	2	0.2%
85	TOWN AND COUNTRY	2	0.2%
86	TRENTON	2	0.2%
87	UNIVERSITY CITY	2	0.2%
88	VALLEY PARK	2	0.2%
89	VERSAILLES	2	0.2%
90	AIRPORT DRIVE	1	0.1%
91	APPLETON CITY	1	0.1%
92	ARCADIA	1	0.1%
93	ASBURY	1	0.1%
94	BALLWIN	1	0.1%
95	BARNHART	1	0.1%
96	BATTLEFIELD	1	0.1%
97	BELLEFONTAINE NEIGHBORS	1	0.1%
98	BEL-RIDGE	1	0.1%
99	BILLINGS	1	0.1%
100	BIRCH TREE	1	0.1%
101	BLACK JACK	1	0.1%
102	BLOOMFIELD	1	0.1%
103	BONNE TERRE	1	0.1%
104	BOONVILLE	1	0.1%
105	BOSWORTH	1	0.1%
106	BOURBON	1	0.1%
107	BRENTWOOD	1	0.1%
108	BRONAUGH	1	0.1%
109	BUCKLIN	1	0.1%
110	BULL CREEK	1	0.1%
111	BURLINGTON JUNCTION	1	0.1%
112	BYRNES MILL	1	0.1%
113	CALIFORNIA	1	0.1%
114	CAMDENTON	1	0.1%
115	CANTON	1	0.1%
116	CASSVILLE	1	0.1%
117	CEDAR HILL	1	0.1%
118	CHILLICOTHE	1	0.1%
119	COOL VALLEY	1	0.1%
120	COUNTRY CLUB HILLS	1	0.1%

121	COUNTRY CLUB VILLAGE	1	0.1%
122	CROCKER	1	0.1%
123	CRYSTAL CITY	1	0.1%
124	CUBA	1	0.1%
125	DIAMOND	1	0.1%
126	DUQUESNE	1	0.1%
127	EXCELSIOR SPRINGS	1	0.1%
128	FIDELITY	1	0.1%
129	FORDLAND	1	0.1%
130	FOREST CITY	1	0.1%
131	FORISTELL	1	0.1%
132	FREEBURG	1	0.1%
133	GIDEON	1	0.1%
134	GLENDALE	1	0.1%
135	GRAVOIS MILLS	1	0.1%
136	GRAY SUMMIT	1	0.1%
137	GREENVILLE	1	0.1%
138	HERCULANEUM	1	0.1%
139	HIGH HILL	1	0.1%
140	HIGH RIDGE	1	0.1%
141	HOLTS SUMMIT	1	0.1%
142	IRONTON	1	0.1%
143	JACKSON	1	0.1%
144	JONESBURG	1	0.1%
145	KENNETT	1	0.1%
146	KIRKWOOD	1	0.1%
147	LA MONTE	1	0.1%
148	LAKE OZARK	1	0.1%
149	LAKE ST. LOUIS	1	0.1%
150	LAMAR HEIGHTS	1	0.1%
151	LAWSON	1	0.1%
152	LEXINGTON	1	0.1%
153	LINCOLN	1	0.1%
154	LINN CREEK	1	0.1%
155	LONE JACK	1	0.1%
156	LOUISBURG	1	0.1%
157	LOWRY CITY	1	0.1%
158	MANCHESTER	1	0.1%
159	MANSFIELD	1	0.1%
160	MAPLEWOOD	1	0.1%
161	MARIONVILLE	1	0.1%
162	MARLBOROUGH	1	0.1%

163	MARYVILLE	1	0.1%
164	MEMPHIS	1	0.1%
165	MERRIAM WOODS	1	0.1%
166	MILAN	1	0.1%
167	MILLARD	1	0.1%
168	MINER	1	0.1%
169	MISSOURI CITY	1	0.1%
170	MOLINE ACRES	1	0.1%
171	MURPHY	1	0.1%
172	NIXA	1	0.1%
173	NORTHMOOR	1	0.1%
174	NORWOOD COURT	1	0.1%
175	OAKLAND	1	0.1%
176	ODESSA	1	0.1%
177	OSAGE BEACH	1	0.1%
178	PACIFIC	1	0.1%
179	PALMYRA	1	0.1%
180	PARKDALE	1	0.1%
181	PERRYVILLE	1	0.1%
182	PINE LAWN	1	0.1%
183	PINEVILLE	1	0.1%
184	PLEASANT HILL	1	0.1%
185	POPLAR BLUFF	1	0.1%
186	POTOSI	1	0.1%
187	PRATHERSVILLE	1	0.1%
188	PURCELL	1	0.1%
189	PURDIN	1	0.1%
190	RANDOLPH	1	0.1%
191	RAYMORE	1	0.1%
192	RAYTOWN	1	0.1%
193	RICHLAND	1	0.1%
194	RICHMOND	1	0.1%
195	RIVER BEND	1	0.1%
196	ROCK PORT	1	0.1%
197	ROLLA	1	0.1%
198	RUSSELLVILLE	1	0.1%
199	SENECA	1	0.1%
200	SEYMOUR	1	0.1%
201	SHELBINA	1	0.1%
202	SHOAL CREEK DRIVE	1	0.1%
203	ST. ANN	1	0.1%
204	ST. CLAIR	1	0.1%

205	ST. JOHN	1	0.1%
206	ST. MARTINS	1	0.1%
207	ST. MARY	1	0.1%
208	ST. PAUL	1	0.1%
209	STE. GENEVIEVE	1	0.1%
210	STEELVILLE	1	0.1%
211	STRAFFORD	1	0.1%
212	SUGAR CREEK	1	0.1%
213	SYCAMORE HILLS	1	0.1%
214	TROY	1	0.1%
215	UNITY VILLAGE	1	0.1%
216	WARRENSBURG	1	0.1%
217	WARSAW	1	0.1%
218	WASHINGTON	1	0.1%
219	WAYNESVILLE	1	0.1%
220	WEBB CITY	1	0.1%
221	WEBSTER GROVES	1	0.1%
222	WELDON SPRING	1	0.1%
223	WELLSTON	1	0.1%
224	WILLIAMSVILLE	1	0.1%
225	WINDSOR	1	0.1%
226	WINONA	1	0.1%
227	WOOD HEIGHTS	1	0.1%
228	WYACONDA	1	0.1%
Total		837	

*Note: 1,442 fatal crashes occurred in Non-City or Unincorporated areas.*

**CITY RANK  
ORDER**

**2009 – 2011**

**DISABLING INJURY  
CRASHES**

## 2009 - 2011 MISSOURI DISABLING INJURY TRAFFIC CRASHES RANK ORDER CITY LIST

*Data reflects all crashes in system as of August 2, 2012*

Ranking	City	Count	Percent
1	KANSAS CITY	895	13.5%
2	ST. LOUIS	492	7.4%
3	ST. JOSEPH	387	5.8%
4	INDEPENDENCE	360	5.4%
5	SPRINGFIELD	325	4.9%
6	LEES SUMMIT	167	2.5%
7	JEFFERSON CITY	166	2.5%
8	COLUMBIA	158	2.4%
9	BLUE SPRINGS	154	2.3%
10	ST. CHARLES	124	1.9%
11	LIBERTY	112	1.7%
12	JOPLIN	101	1.5%
13	ST. PETERS	73	1.1%
14	FLORISSANT	64	1.0%
15	BRIDGETON	54	0.8%
16	CHESTERFIELD	53	0.8%
17	SUNSET HILLS	53	0.8%
18	TOWN AND COUNTRY	53	0.8%
19	OZARK	52	0.8%
20	FERGUSON	47	0.7%
21	HAZELWOOD	47	0.7%
22	LEBANON	44	0.7%
23	CREVE COEUR	42	0.6%
24	O'FALLON	40	0.6%
25	POPLAR BLUFF	40	0.6%
26	MARYLAND HEIGHTS	38	0.6%
27	BELLEFONTAINE NEIGHBORS	37	0.6%
28	CAPE GIRARDEAU	37	0.6%
29	SEDALIA	36	0.5%
30	KIRKWOOD	35	0.5%
31	HANNIBAL	33	0.5%
32	RAYTOWN	33	0.5%
33	WENTZVILLE	33	0.5%
34	BERKELEY	32	0.5%

35	GRANDVIEW	32	0.5%
36	EXCELSIOR SPRINGS	31	0.5%
37	KIRKSVILLE	31	0.5%
38	ROLLA	31	0.5%
39	MURPHY	30	0.5%
40	ST. ROBERT	30	0.5%
41	ARNOLD	29	0.4%
42	JACKSON	27	0.4%
43	FENTON	26	0.4%
44	HARRISONVILLE	25	0.4%
45	SIKESTON	25	0.4%
46	WEBSTER GROVES	25	0.4%
47	KENNETT	24	0.4%
48	JENNINGS	23	0.3%
49	AURORA	22	0.3%
50	LAKE ST. LOUIS	22	0.3%
51	MEXICO	22	0.3%
52	BALLWIN	21	0.3%
53	BELTON	21	0.3%
54	GRAY SUMMIT	21	0.3%
55	OSAGE BEACH	21	0.3%
56	FARMINGTON	20	0.3%
57	HIGH RIDGE	20	0.3%
58	MAPLEWOOD	20	0.3%
59	NEOSHO	20	0.3%
60	OVERLAND	20	0.3%
61	BRANSON	19	0.3%
62	CLAYTON	19	0.3%
63	REPUBLIC	19	0.3%
64	UNIVERSITY CITY	19	0.3%
65	WARRENSBURG	19	0.3%
66	WEBB CITY	19	0.3%
67	CARTHAGE	18	0.3%
68	GLADSTONE	18	0.3%
69	NEVADA	18	0.3%
70	NORWOOD COURT	18	0.3%
71	TROY	18	0.3%
72	KEARNEY	17	0.3%
73	RICHMOND HEIGHTS	17	0.3%
74	UNION	17	0.3%

75	WILDWOOD	17	0.3%
76	EUREKA	16	0.2%
77	WASHINGTON	16	0.2%
78	CRYSTAL CITY	15	0.2%
79	GRAIN VALLEY	14	0.2%
80	MARSHFIELD	14	0.2%
81	MONETT	14	0.2%
82	PACIFIC	14	0.2%
83	ST. ANN	14	0.2%
84	WEST PLAINS	14	0.2%
85	BARNHART	13	0.2%
86	FESTUS	13	0.2%
87	FULTON	13	0.2%
88	MOBERLY	13	0.2%
89	NORTH KANSAS CITY	13	0.2%
90	PARKVILLE	13	0.2%
91	BOLIVAR	12	0.2%
92	HAYTI	12	0.2%
93	NIXA	12	0.2%
94	OAK GROVE	12	0.2%
95	PLATTE CITY	12	0.2%
96	PLEASANT HILL	12	0.2%
97	SALEM	12	0.2%
98	BRENTWOOD	11	0.2%
99	DES PERES	11	0.2%
100	LADUE	11	0.2%
101	MARSHALL	11	0.2%
102	PEVELY	11	0.2%
103	RIVERSIDE	11	0.2%
104	ST. CLAIR	11	0.2%
105	COTTLEVILLE	10	0.2%
106	HOLLISTER	10	0.2%
107	IMPERIAL	10	0.2%
108	JANE	10	0.2%
109	OLIVETTE	10	0.2%
110	RAYMORE	10	0.2%
111	VALLEY PARK	10	0.2%
112	WARRENTON	10	0.2%
113	BOONVILLE	9	0.1%
114	CLINTON	9	0.1%



115	CRESTWOOD	9	0.1%
116	ELLISVILLE	9	0.1%
117	MANCHESTER	9	0.1%
118	SMITHVILLE	9	0.1%
119	WELDON SPRING	9	0.1%
120	CHILLICOTHE	8	0.1%
121	CLAYCOMO	8	0.1%
122	LEXINGTON	8	0.1%
123	PINE LAWN	8	0.1%
124	TRENTON	8	0.1%
125	BEL-RIDGE	7	0.1%
126	BIRCH TREE	7	0.1%
127	LAKE LOTAWANA	7	0.1%
128	NORMANDY	7	0.1%
129	RICHMOND	7	0.1%
130	SHREWSBURY	7	0.1%
131	ST. JOHN	7	0.1%
132	SUGAR CREEK	7	0.1%
133	SULLIVAN	7	0.1%
134	WAYNESVILLE	7	0.1%
135	WRIGHT CITY	7	0.1%
136	BRECKENRIDGE HILLS	6	0.1%
137	CABOOL	6	0.1%
138	CAMDENTON	6	0.1%
139	DE SOTO	6	0.1%
140	HIGGINSVILLE	6	0.1%
141	KINGDOM CITY	6	0.1%
142	KNOB NOSTER	6	0.1%
143	MARYVILLE	6	0.1%
144	MINER	6	0.1%
145	MOSCOW MILLS	6	0.1%
146	MOUNTAIN VIEW	6	0.1%
147	PAGEDALE	6	0.1%
148	PALMYRA	6	0.1%
149	POTOSI	6	0.1%
150	ROGERSVILLE	6	0.1%
151	ST. CLOUD	6	0.1%
152	BATTLEFIELD	5	0.1%
153	BOURBON	5	0.1%
154	CUBA	5	0.1%

155	DELLWOOD	5	0.1%
156	EL DORADO SPRINGS	5	0.1%
157	ELDON	5	0.1%
158	FORISTELL	5	0.1%
159	FORSYTH	5	0.1%
160	HERCULANEUM	5	0.1%
161	MACON	5	0.1%
162	MERRIAM WOODS	5	0.1%
163	PECULIAR	5	0.1%
164	PERRYVILLE	5	0.1%
165	SCOTT CITY	5	0.1%
166	SENECA	5	0.1%
167	STRAFFORD	5	0.1%
168	VERONA	5	0.1%
169	WILLARD	5	0.1%
170	AVA	4	0.1%
171	BYRNES MILL	4	0.1%
172	CARUTHERSVILLE	4	0.1%
173	CEDAR HILL	4	0.1%
174	COOL VALLEY	4	0.1%
175	DESLOGE	4	0.1%
176	FRONTENAC	4	0.1%
177	GAINESVILLE	4	0.1%
178	GORDONVILLE	4	0.1%
179	HERMANN	4	0.1%
180	KIMBERLING CITY	4	0.1%
181	MALDEN	4	0.1%
182	ODESSA	4	0.1%
183	PARK HILLS	4	0.1%
184	REEDS SPRING	4	0.1%
185	ROCK HILL	4	0.1%
186	SEYMOUR	4	0.1%
187	ST. JAMES	4	0.1%
188	TWIN BRIDGES	4	0.1%
189	UNITY VILLAGE	4	0.1%
190	VILLA RIDGE	4	0.1%
191	WELLSTON	4	0.1%
192	WINFIELD	4	0.1%
193	WINONA	4	0.1%
194	ANDERSON	3	0.0%

195	BEVERLY HILLS	3	0.0%
196	BOWLING GREEN	3	0.0%
197	BUFFALO	3	0.0%
198	BUTLER	3	0.0%
199	CONWAY	3	0.0%
200	COUNTRY CLUB HILLS	3	0.0%
201	DIXON	3	0.0%
202	FREMONT HILLS	3	0.0%
203	GLENDALE	3	0.0%
204	GRANBY	3	0.0%
205	GREENWOOD	3	0.0%
206	HIGHLANDVILLE	3	0.0%
207	HILLSBORO	3	0.0%
208	HOLTS SUMMIT	3	0.0%
209	HOUSTON	3	0.0%
210	INDIAN POINT	3	0.0%
211	JONESBURG	3	0.0%
212	LAMAR	3	0.0%
213	LAURIE	3	0.0%
214	LEADWOOD	3	0.0%
215	LINN CREEK	3	0.0%
216	LONE JACK	3	0.0%
217	LOWRY CITY	3	0.0%
218	NEW LONDON	3	0.0%
219	NEW MADRID	3	0.0%
220	PIERCE CITY	3	0.0%
221	PLEASANT VALLEY	3	0.0%
222	PURDY	3	0.0%
223	RIVER BEND	3	0.0%
224	SARCOXIE	3	0.0%
225	SILVER CREEK	3	0.0%
226	ST. THOMAS	3	0.0%
227	SUNRISE BEACH	3	0.0%
228	THAYER	3	0.0%
229	VERSAILLES	3	0.0%
230	WARSAW	3	0.0%
231	WHEATLAND	3	0.0%
232	WOODSON TERRACE	3	0.0%
233	ALBANY	2	0.0%
234	ASHLAND	2	0.0%

235	BAKERSFIELD	2	0.0%
236	BEL-NOR	2	0.0%
237	BERNIE	2	0.0%
238	BISMARCK	2	0.0%
239	BONNE TERRE	2	0.0%
240	BROOKFIELD	2	0.0%
241	BULL CREEK	2	0.0%
242	CAMPBELL	2	0.0%
243	CARTERVILLE	2	0.0%
244	CARYTOWN	2	0.0%
245	DARDENNE PRAIRIE	2	0.0%
246	DIGGINS	2	0.0%
247	DOE RUN	2	0.0%
248	DOOLITTLE	2	0.0%
249	ELLINGTON	2	0.0%
250	ELLSINORE	2	0.0%
251	ELSBERRY	2	0.0%
252	EMINENCE	2	0.0%
253	FLORDELL HILLS	2	0.0%
254	GALLATIN	2	0.0%
255	GARDEN CITY	2	0.0%
256	GREEN CASTLE	2	0.0%
257	HAMILTON	2	0.0%
258	HAWK POINT	2	0.0%
259	HERMITAGE	2	0.0%
260	HIGH HILL	2	0.0%
261	LANCASTER	2	0.0%
262	LAWSON	2	0.0%
263	LEASBURG	2	0.0%
264	MADISON	2	0.0%
265	MARBLE HILL	2	0.0%
266	MARCELINE	2	0.0%
267	MEMPHIS	2	0.0%
268	MILAN	2	0.0%
269	MOUND CITY	2	0.0%
270	MOUNTAIN GROVE	2	0.0%
271	NORTHWOODS	2	0.0%
272	NOVINGER	2	0.0%
273	OAKLAND	2	0.0%
274	PARIS	2	0.0%

275	PARKWAY	2	0.0%
276	PINEVILLE	2	0.0%
277	PLATTE WOODS	2	0.0%
278	PRINCETON	2	0.0%
279	QULIN	2	0.0%
280	RANDOLPH	2	0.0%
281	ROCK PORT	2	0.0%
282	SAGINAW	2	0.0%
283	ST CHARLES	2	0.0%
284	ST. PAUL	2	0.0%
285	STOCKTON	2	0.0%
286	TARKIO	2	0.0%
287	THEODOSIA	2	0.0%
288	WESTPHALIA	2	0.0%
289	WHEATON	2	0.0%
290	WOOD HEIGHTS	2	0.0%
291	WYATT	2	0.0%
292	ADRIAN	1	0.0%
293	AGENCY	1	0.0%
294	AIRPORT DRIVE	1	0.0%
295	ALBA	1	0.0%
296	ALTAMONT	1	0.0%
297	APPLETON CITY	1	0.0%
298	AUXVASSE	1	0.0%
299	BARING	1	0.0%
300	BARNETT	1	0.0%
301	BELL CITY	1	0.0%
302	BENTON	1	0.0%
303	BETHANY	1	0.0%
304	BILLINGS	1	0.0%
305	BLAND	1	0.0%
306	BRANSON WEST	1	0.0%
307	BUCKNER	1	0.0%
308	BUNKER	1	0.0%
309	CALIFORNIA	1	0.0%
310	CALVERTON PARK	1	0.0%
311	CAMERON	1	0.0%
312	CARDWELL	1	0.0%
313	CARL JUNCTION	1	0.0%
314	CASSVILLE	1	0.0%

315	CENTER	1	0.0%
316	CENTERTOWN	1	0.0%
317	CENTERVILLE	1	0.0%
318	CENTRALIA	1	0.0%
319	CHAFFEE	1	0.0%
320	CHAMP	1	0.0%
321	CHARLESTON	1	0.0%
322	CLARKSBURG	1	0.0%
323	CLARKSVILLE	1	0.0%
324	CLARKTON	1	0.0%
325	CLEARMONT	1	0.0%
326	COBALT CITY	1	0.0%
327	COLE CAMP	1	0.0%
328	COLLINS	1	0.0%
329	CONCORDIA	1	0.0%
330	CORDER	1	0.0%
331	DIAMOND	1	0.0%
332	DONIPHAN	1	0.0%
333	EDGERTON	1	0.0%
334	EDMUNDSON	1	0.0%
335	EOLIA	1	0.0%
336	EVERTON	1	0.0%
337	EWING	1	0.0%
338	FAIR GROVE	1	0.0%
339	FIDELITY	1	0.0%
340	FLINT HILL	1	0.0%
341	FOREST CITY	1	0.0%
342	FORT LEONARD WOOD	1	0.0%
343	FREDERICKTOWN	1	0.0%
344	FREEBURG	1	0.0%
345	GOODMAN	1	0.0%
346	GRAHAM	1	0.0%
347	GRAVOIS MILLS	1	0.0%
348	GREEN PARK	1	0.0%
349	HALLSVILLE	1	0.0%
350	HALLTOWN	1	0.0%
351	HAYTI HEIGHTS	1	0.0%
352	HUMANSVILLE	1	0.0%
353	HURLEY	1	0.0%
354	IRONDALE	1	0.0%

355	IRONTON	1	0.0%
356	JOSEPHVILLE	1	0.0%
357	JUNCTION CITY	1	0.0%
358	KIDDER	1	0.0%
359	KOSHKONONG	1	0.0%
360	LA GRANGE	1	0.0%
361	LA MONTE	1	0.0%
362	LA TOUR	1	0.0%
363	LAKE OZARK	1	0.0%
364	LAKE TAPAWINGO	1	0.0%
365	LAKE WINNEBAGO	1	0.0%
366	LAKELAND	1	0.0%
367	LAKESHIRE	1	0.0%
368	LEADINGTON	1	0.0%
369	LEWIS AND CLARK VILLAGE	1	0.0%
370	LICKING	1	0.0%
371	LINCOLN	1	0.0%
372	LOUISBURG	1	0.0%
373	LOUISIANA	1	0.0%
374	MACKS CREEK	1	0.0%
375	MALTA BEND	1	0.0%
376	MANSFIELD	1	0.0%
377	MARLBOROUGH	1	0.0%
378	MAYSVILLE	1	0.0%
379	MIDDLE GROVE	1	0.0%
380	MILL SPRING	1	0.0%
381	MOKANE	1	0.0%
382	MOLINE ACRES	1	0.0%
383	MONROE CITY	1	0.0%
384	MOSBY	1	0.0%
385	MOUNT VERNON	1	0.0%
386	NEELYVILLE	1	0.0%
387	NEW BLOOMFIELD	1	0.0%
388	NEW FRANKLIN	1	0.0%
389	NEW HAMPTON	1	0.0%
390	NEW HAVEN	1	0.0%
391	NEWTONIA	1	0.0%
392	NORBORNE	1	0.0%
393	OREGON	1	0.0%
394	OWENSVILLE	1	0.0%

395	PICKERING	1	0.0%
396	PLATTSBURG	1	0.0%
397	PLEASANT HOPE	1	0.0%
398	PORTAGE DES SIOUX	1	0.0%
399	PORTAGEVILLE	1	0.0%
400	PRATHERSVILLE	1	0.0%
401	PURDIN	1	0.0%
402	PUXICO	1	0.0%
403	QUEEN CITY	1	0.0%
404	REDINGS MILL	1	0.0%
405	RICH HILL	1	0.0%
406	ROSEBUD	1	0.0%
407	ROTHVILLE	1	0.0%
408	SALISBURY	1	0.0%
409	SAVANNAH	1	0.0%
410	SEDGEWICKVILLE	1	0.0%
411	SELIGMAN	1	0.0%
412	SIBLEY	1	0.0%
413	SILEX	1	0.0%
414	SLATER	1	0.0%
415	SOUTH WEST CITY	1	0.0%
416	SPARTA	1	0.0%
417	ST PETERS	1	0.0%
418	ST. ELIZABETH	1	0.0%
419	STE. GENEVIEVE	1	0.0%
420	STEELE	1	0.0%
421	STEELVILLE	1	0.0%
422	STEWARTSVILLE	1	0.0%
423	SUMMERSVILLE	1	0.0%
424	SUMNER	1	0.0%
425	SWEET SPRINGS	1	0.0%
426	TIPTON	1	0.0%
427	TRIMBLE	1	0.0%
428	TWIN OAKS	1	0.0%
429	UTICA	1	0.0%
430	VANDALIA	1	0.0%
431	VELDA CITY	1	0.0%
432	VIENNA	1	0.0%
433	VILLAGE OF FOUR SEASONS	1	0.0%
434	VINITA TERRACE	1	0.0%



435	WAVERLY	1	0.0%
436	WAYLAND	1	0.0%
437	WEAUBLEAU	1	0.0%
438	WEST ALTON	1	0.0%
439	WEST SULLIVAN	1	0.0%
440	ZALMA	1	0.0%
Total		6624	

*Note: 7,565 disabling injury crashes occurred in Non-City or Unincorporated areas.*

**UNINCORPORATED  
COUNTY**

**2009 – 2011**

**FATAL  
CRASHES**

## 2009 - 2011 MISSOURI FATAL TRAFFIC CRASHES RANK ORDER UNINCORPORATED COUNTY LIST

*Data reflects all crashes in system as of August 2, 2012*

Ranking	County	Count	Percent
1	JEFFERSON	67	4.4%
2	FRANKLIN	49	3.2%
3	ST. LOUIS	49	3.2%
4	ST. CHARLES	47	3.1%
5	NEWTON	35	2.3%
6	GREENE	32	2.1%
7	WASHINGTON	30	2.0%
8	JASPER	29	1.9%
9	ST. FRANCOIS	28	1.9%
10	CALLAWAY	27	1.8%
11	NEW MADRID	26	1.7%
12	BARRY	24	1.6%
13	STONE	24	1.6%
14	HOWELL	23	1.5%
15	LAWRENCE	23	1.5%
16	PETTIS	23	1.5%
17	TANEY	23	1.5%
18	BUTLER	22	1.5%
19	BOONE	21	1.4%
20	CAMDEN	20	1.3%
21	MILLER	20	1.3%
22	SCOTT	20	1.3%
23	LACLEDE	19	1.3%
24	LINCOLN	19	1.3%
25	PULASKI	19	1.3%
26	STODDARD	19	1.3%
27	TEXAS	19	1.3%
28	WARREN	19	1.3%
29	COLE	18	1.2%
30	LAFAYETTE	18	1.2%
31	WAYNE	17	1.1%
32	DUNKLIN	16	1.1%
33	MORGAN	16	1.1%
34	WEBSTER	16	1.1%
35	CASS	15	1.0%
36	CAPE GIRARDEAU	14	0.9%
37	CHRISTIAN	14	0.9%
38	CLAY	14	0.9%
39	CRAWFORD	14	0.9%

40	HENRY	14	0.9%
41	JACKSON	14	0.9%
42	POLK	14	0.9%
43	BENTON	13	0.9%
44	MONTGOMERY	13	0.9%
45	PEMISCOT	13	0.9%
46	RIPLEY	13	0.9%
47	MCDONALD	12	0.8%
48	NODAWAY	12	0.8%
49	OSAGE	12	0.8%
50	PHELPS	12	0.8%
51	PLATTE	12	0.8%
52	ANDREW	11	0.7%
53	DOUGLAS	11	0.7%
54	ST. CLAIR	11	0.7%
55	VERNON	11	0.7%
56	BARTON	10	0.7%
57	CARTER	10	0.7%
58	CLINTON	10	0.7%
59	DENT	10	0.7%
60	GASCONADE	10	0.7%
61	PIKE	10	0.7%
62	RAY	10	0.7%
63	STE. GENEVIEVE	10	0.7%
64	AUDRAIN	9	0.6%
65	BATES	9	0.6%
66	DALLAS	9	0.6%
67	HICKORY	9	0.6%
68	JOHNSON	9	0.6%
69	OREGON	9	0.6%
70	OZARK	9	0.6%
71	PERRY	9	0.6%
72	SHANNON	9	0.6%
73	BUCHANAN	8	0.5%
74	CALDWELL	8	0.5%
75	MARION	8	0.5%
76	MONROE	8	0.5%
77	ADAIR	7	0.5%
78	DEKALB	7	0.5%
79	IRON	7	0.5%
80	MACON	7	0.5%
81	MADISON	7	0.5%
82	MARIES	7	0.5%
83	RANDOLPH	7	0.5%

84	WRIGHT	7	0.5%
85	CARROLL	6	0.4%
86	CLARK	6	0.4%
87	GRUNDY	6	0.4%
88	LINN	6	0.4%
89	LIVINGSTON	6	0.4%
90	RALLS	6	0.4%
91	CEDAR	5	0.3%
92	COOPER	5	0.3%
93	GENTRY	5	0.3%
94	HARRISON	5	0.3%
95	LEWIS	5	0.3%
96	MERCER	5	0.3%
97	MISSISSIPPI	5	0.3%
98	MONITEAU	5	0.3%
99	DADE	4	0.3%
100	HOWARD	4	0.3%
101	KNOX	4	0.3%
102	REYNOLDS	4	0.3%
103	SHELBY	4	0.3%
104	BOLLINGER	3	0.2%
105	SALINE	3	0.2%
106	CHARITON	2	0.1%
107	DAVIESS	2	0.1%
108	HOLT	2	0.1%
109	PUTNAM	2	0.1%
110	SULLIVAN	2	0.1%
111	ATCHISON	1	0.1%
112	SCHUYLER	1	0.1%
113	WORTH	1	0.1%
114	SCOTLAND	0	0.0%
Total		1510	

**UNINCORPORATED  
COUNTY**

**2009 – 2011**

**DISABLING INJURY  
CRASHES**

**2009 - 2011 MISSOURI DISABLING INJURY TRAFFIC CRASHES  
RANK ORDER UNINCORPORATED COUNTY LIST**

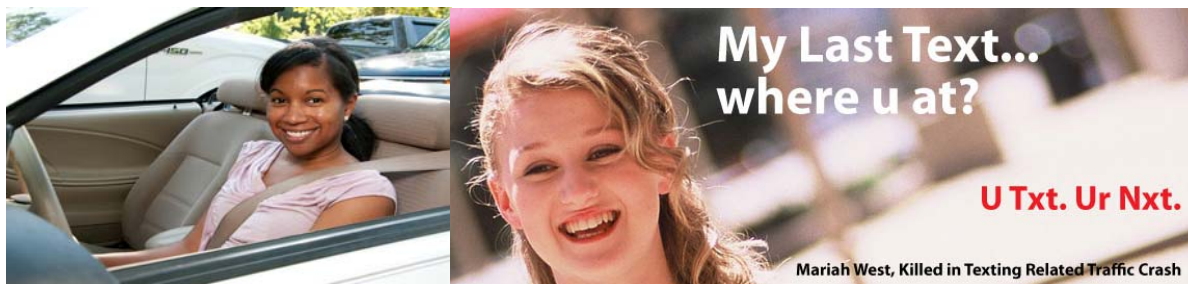
*Data reflects all crashes in system as of August 2, 2012*

<b>Ranking</b>	<b>County</b>	<b>Count</b>	<b>Percent</b>
1	JEFFERSON	497	6.3%
2	ST. LOUIS	469	5.9%
3	FRANKLIN	309	3.9%
4	CHRISTIAN	196	2.5%
5	GREENE	191	2.4%
6	ST. CHARLES	181	2.3%
7	LAWRENCE	179	2.3%
8	LACLEDE	165	2.1%
9	TANEY	142	1.8%
10	NEWTON	131	1.7%
11	LINCOLN	122	1.5%
12	STONE	122	1.5%
13	BARRY	115	1.5%
14	TEXAS	115	1.5%
15	MCDONALD	111	1.4%
16	JASPER	110	1.4%
17	CRAWFORD	106	1.3%
18	HOWELL	104	1.3%
19	WEBSTER	103	1.3%
20	CAPE GIRARDEAU	102	1.3%
21	BUTLER	101	1.3%
22	ST. FRANCOIS	98	1.2%
23	CAMDEN	97	1.2%
24	BOONE	94	1.2%
25	JOHNSON	93	1.2%
26	BENTON	91	1.2%
27	PHELPS	90	1.1%
28	PULASKI	88	1.1%
29	CALLAWAY	87	1.1%
30	LAFAYETTE	85	1.1%
31	WASHINGTON	83	1.1%
32	DENT	82	1.0%
33	SCOTT	77	1.0%
34	MILLER	76	1.0%
35	CASS	75	1.0%
36	MORGAN	74	0.9%
37	WRIGHT	73	0.9%
38	NEW MADRID	69	0.9%
39	PETTIS	69	0.9%

40	ST. CLAIR	69	0.9%
41	JACKSON	68	0.9%
42	PEMISCOT	68	0.9%
43	SHANNON	63	0.8%
44	POLK	61	0.8%
45	CEDAR	59	0.7%
46	COLE	59	0.7%
47	MARION	58	0.7%
48	OZARK	57	0.7%
49	BOLLINGER	56	0.7%
50	NODAWAY	55	0.7%
51	RIPLEY	55	0.7%
52	DALLAS	54	0.7%
53	BATES	52	0.7%
54	RANDOLPH	51	0.6%
55	CLAY	49	0.6%
56	OSAGE	48	0.6%
57	DOUGLAS	46	0.6%
58	PIKE	46	0.6%
59	CARTER	45	0.6%
60	MONITEAU	45	0.6%
61	BUCHANAN	44	0.6%
62	COOPER	44	0.6%
63	DUNKLIN	43	0.5%
64	RALLS	43	0.5%
65	REYNOLDS	43	0.5%
66	LEWIS	41	0.5%
67	OREGON	41	0.5%
68	PLATTE	41	0.5%
69	MACON	40	0.5%
70	MARIES	40	0.5%
71	MONTGOMERY	40	0.5%
72	SALINE	39	0.5%
73	WARREN	39	0.5%
74	STE. GENEVIEVE	38	0.5%
75	AUDRAIN	37	0.5%
76	LIVINGSTON	35	0.4%
77	STODDARD	35	0.4%
78	MADISON	34	0.4%
79	MISSISSIPPI	34	0.4%
80	PERRY	34	0.4%
81	WAYNE	34	0.4%
82	GASCONADE	33	0.4%
83	IRON	33	0.4%



84	MONROE	33	0.4%
85	ADAIR	32	0.4%
86	HENRY	32	0.4%
87	HOLT	32	0.4%
88	CLINTON	30	0.4%
89	DADE	28	0.4%
90	RAY	28	0.4%
91	CHARITON	26	0.3%
92	HARRISON	26	0.3%
93	LINN	26	0.3%
94	ANDREW	25	0.3%
95	CARROLL	25	0.3%
96	BARTON	24	0.3%
97	HOWARD	24	0.3%
98	ATCHISON	23	0.3%
99	VERNON	23	0.3%
100	CALDWELL	22	0.3%
101	DEKALB	22	0.3%
102	GRUNDY	22	0.3%
103	SCHUYLER	19	0.2%
104	HICKORY	18	0.2%
105	KNOX	18	0.2%
106	DAVIESS	15	0.2%
107	GENTRY	15	0.2%
108	SCOTLAND	15	0.2%
109	CLARK	12	0.2%
110	PUTNAM	11	0.1%
111	SHELBY	10	0.1%
112	SULLIVAN	10	0.1%
113	MERCER	9	0.1%
114	WORTH	9	0.1%
Total		7885	



## **PUBLIC INFORMATION AND EDUCATION**

### **Background**

More people ARRIVED ALIVE on Missouri roads in 2011, the sixth year in a row with a reduction in roadway fatalities. Missouri met its goal, 850 or fewer roadway fatalities by the end of 2012, in 2010 - two years early! Not since 1949 has Missouri seen so few people killed in highway crashes.

From 2005-2011, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 2,009 lives have been saved on Missouri roadways, a decrease of 37.5 percent. The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives. However, the historic four “E”s of safety must be expanded to include Evaluation and Everyone. Measuring success by Evaluation of performance measures holds each of us accountable for its success. In turn, addressing the need to change traffic safety culture challenges each person to make personal responsibility for their behavior as a roadway user and includes Everyone.

The Missouri Coalition for Roadway Safety set a new fatality reduction goal of 700 or fewer by 2016 at its Blueprint to SAVE MORE LIVES 2012 fall conference. This goal reflects the overall vision to continuously move Missouri toward zero deaths.

While our roads are safer than they have been in many years, there are still too many senseless crashes and deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven’t gotten the message that:

- Seat belts save lives;
- Drinking and driving are a deadly mix;
- Distracted drivers are dangerous drivers; and
- Parents and caregivers must secure children in size-and age-appropriate car seats that are properly installed.



This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.”

People heard about the mobilizations in the media, and drivers were aware that the risk of

apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook and Twitter, and will branch out with an Instagram account in 2013.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) has been instrumental in increasing public education and information on traffic safety issues. The subcommittee developed an annual statewide media plan; identified ARRIVE ALIVE as the overarching message for the coalition's public information activities; and redesigned the saveMOlives.com website to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination.

The Traffic and Highway Safety Division has added a tool to combat fatalities and disabling injuries on our roadways. This tool is a driver survey that reflects drivers' views on a variety of highway safety issues including seat belt usage, speeding, cell phone use, and impaired driving. Heartland Market Research conducted this research project that reached 2,510 adult Missouri drivers in March of 2013. People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

The purpose of this survey was to capture current attitudes and awareness of highway safety issues. These findings will be used to design and implement public information and law enforcement campaigns that effectively deter drivers from engaging in unsafe driving behaviors. In addition, better understanding driver attitudes on highway safety issues will also aide in public policy and legislative decisions. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

The results of this driver survey showed that drivers perceive their driving abilities and habits to be better than citation numbers and what accident rates reflect. For example, 84.7 percent of the sample in the driver survey claim to always use their seat belt but the most recent safety belt survey (2013) showed that only 79 percent of drivers observed were actually belted. In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck.

Also, drivers' perception of law enforcement efforts was revealed. Those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but

were the least likely to receive a ticket if they did not wear their seat belt. Those who lived in very rural areas were also less likely to always buckle up than those living in other communities. Forty-five percent of the drivers surveyed thought people would be caught at least fifty percent of the time if they did not wear their seat belt. Over sixty-eight percent thought their chances of receiving a speeding ticket if they speed were at least fifty percent. Over 86 percent of Missouri drivers stated they rarely or never talk on a cell phone while driving, and Over 98 percent stated they rarely or never text on a cell phone while driving. The largest perceived risk of being ticketed or arrested was associated with driving while impaired; 72.2 percent of those surveys expected people who drove after drinking would be arrested at least half of the time. Over ninety-one percent of Missouri drivers favored some type of restriction on how people could use cell phones while driving.

Additionally, driver attitudes towards traffic laws were extrapolated using this survey. A slight majority (52.5 percent) of the survey population prefer to keep Missouri's seat belt law a secondary law and (51.9 percent) preferred to leave the penalty for violating it unchanged. The drivers surveyed overwhelming (91.2 percent) favored some type of restrictions on how people could use cell phones while driving.

The full executive summary of this report is attached in Appendix A of the Highway Safety Plan.

**Goal #1:** Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and disabling injuries

**Performance Measures:**

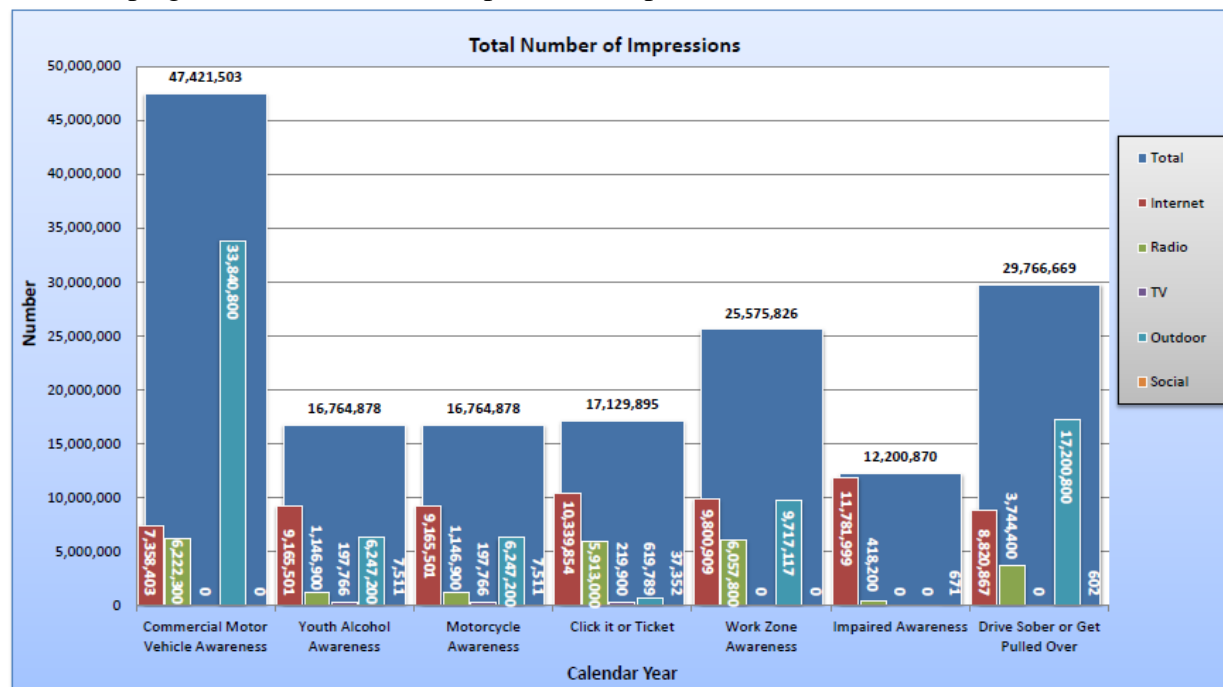
- Traffic crash statistics relevant to target audiences
- Campaign messages:
  - > Target audiences reached
  - > News clippings
  - > Venues utilized
  - > Total spots aired
  - > Total impressions/reach
- Increase in safety devices used:
  - > Statewide safety belt use rate
  - > Teen safety belt use rate
  - > Commercial vehicle safety belt use rate
  - > Child safety seat and/or booster seat use rate
  - > Motorcycle helmet usage rate (note: this survey is not conducted annually)
- Pieces of traffic safety materials distributed

**Benchmarks:**

- 2011 fatalities = 786
- Increase in safety devices used:
  - > Statewide safety belt use rate = 79 percent in 2012
  - > Teen safety belt use rate = 66 percent in 2012
  - > Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 percent in 2010

- > Child safety seat and/or booster seat use rate = 91 percent in 2009
- > Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005
- Pieces of traffic safety materials distributed through on-line ordering system = 200,000

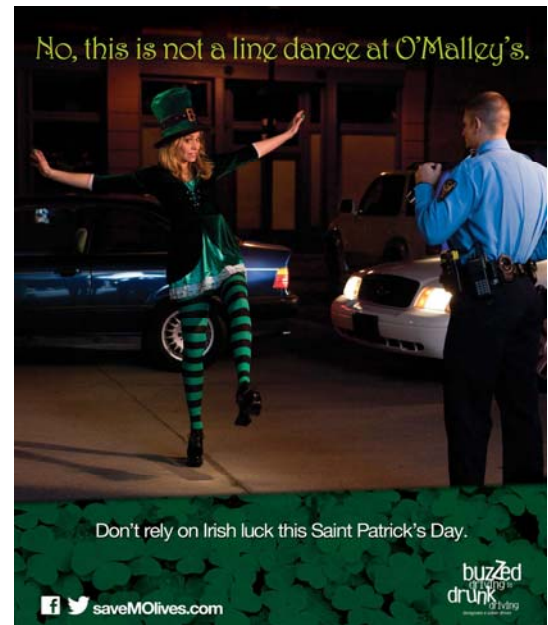
## 2012 Campaign Media Source and Impressions (April – December)



## Strategies

1. Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information
2. Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cell phone/texting)
3. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives
4. Encourage the media to participate in campaigns by publicizing our messages
5. Publicize the services and resources of the Highway Safety Office to the general public through our Web sites at [www.saveMOlives.com](http://www.saveMOlives.com), in workshops, at conferences/exhibits, and through our materials
6. Develop, update and disseminate public information/promotional/educational materials and websites
7. Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)
8. Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide

9. Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS
10. Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs
11. Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources
12. Solicit public information activity reports from law enforcement partners and district coalitions
13. Work with the Motor Carrier Safety Assistance Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible
14. Give presentations and provide training to community groups, schools, etc. as available
15. Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues
16. Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign; *Drive Sober or Get Pulled Over* alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign
17. Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)
18. Support and promote MoDOT's construction work zone public awareness campaign
19. Promote *Saved by the Belt* and *Battle of the Belt* programs
20. Promote the *Seat Belt Convincer*, *Rollover Simulator*, and *SIDNE* educational programs to assure the units are used to reach as many people as possible
21. Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws
22. Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts
23. Promote Commercial Motor Vehicle Awareness through public awareness campaigns geared primarily toward passenger vehicle drivers, then CMV drivers.



# **AGGRESSIVE DRIVERS**

## **Background**

The causes of aggressive driving are complex. However, three factors in particular are linked to aggressive driving: 1) lack of responsible driving behavior; 2) reduced levels of traffic enforcement; and 3) increased congestion and travel in our urban areas. One researcher has suggested that, “A driving behavior is aggressive if it is deliberate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility and/or an attempt to save time.”

Aggressive driving is a serious problem on Missouri’s roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Aggressive drivers are defined within Missouri’s Blueprint to SAVE MORE LIVES as, “drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; driving too fast for conditions; and/or following too close.”



## **2009-2011 Missouri Aggressive Driver Involved Fatalities & Disabling Injuries**

### **Type Of Circumstance (by Crash Severity<sup>1</sup>)**

<b>CIRCUMSTANCE</b>	<b>FATALITIES - 1,069</b>	<b>DISABLING INJURIES - 6,810</b>
<b>Exceeding Speed Limit</b>	41.1%	17.5%
<b>Too Fast For Conditions</b>	56.5%	64.6%
<b>Following Too Close</b>	5.2%	17.8%

<sup>1</sup> Percentage of 2009-2011 aggressive driving related fatalities and disabling injuries by type of aggressive driving behavior involved. For instance, in aggressive driving related fatalities, 41.1% involved a motorized vehicle-driver exceeding the speed limit. NOTE: Multiple aggressive driving factors can be related to a single fatality or disabling injury.

Aggressive drivers not only put their own lives at risk, but the lives of others as well. Of the 1,021 people killed, 65.8% were the aggressive driver and the other 34.2% were some other party in the incident. Of the 6,562 seriously injured, slightly more than one-half (53.5%) were the aggressive drivers and nearly one-half (46.5%) being some other person involved.

Speeding (too fast for conditions or exceeding the posted limit) is a large part of the aggressive driving problem. In 2002, NHTSA conducted a national telephone survey of over 4,000 drivers which verified that speeding is a pervasive behavior with most drivers—51% indicated they drive 10 mph over the posted speed on the interstates and 34% responded that they drive 10 mph faster than most other vehicles. According to an April 2009 report by the AAA Foundation for Traffic Safety, aggressive driving actions

“were reported in 56 percent of fatal crashes from 2003 through 2007, with excessive speed being the number one factor.”

In 2009-2011, there were 447,397 traffic crashes in Missouri – 17.3% involved speeding. Correlating with the national data, Missouri’s problem is also more significant when examining fatal crashes—of the **2,280 fatal crashes, 39.2% involved drivers who were speeding.**

**Goal #1: To decrease aggressive driving-related fatalities by 2 percent annually to:**

- 305 by 2012
- 299 by 2013
- 293 by 2014
- 287 by 2015

**Performance Measure:**

- Number of aggressive driving-related fatalities

**Benchmarks:**

- 2011 aggressive driving-related fatalities = 311

**Goal #2: To decrease speed-related fatalities by 2 percent annually to:**

- 294 by 2012
- 288 by 2013
- 282 by 2014
- 277 by 2015

**Performance Measure:**

- Number of speed-related fatalities

**Benchmarks:**

- 2011 speed-related fatalities = 300

**Goal #3: To increase speed-related citations/warnings made during grant-funded enforcement activities and mobilizations by 2 percent annually to:**

- 132,505 by 2012
- 135,155 by 2013
- 137,858 by 2014
- 140,616 by 2015

**Performance Measure:**

- Number of speeding citations/warnings issued during grant-funded enforcement activities and mobilizations

**Benchmark:**

- 2011 speeding citations/warnings issued during grant-funded enforcement activities and mobilizations = 129,907

**Strategies**

1. Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol



2. Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns
3. Continue implementing targeted corridor projects (Travel Safe Zones) and Selective Traffic Enforcement Programs (STEPS) and High Enforcement Action Teams (HEAT) conducted by law enforcement agencies
4. Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs
5. Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns
6. Continue the use of speed monitoring devices (radars) and changeable message signs
7. Expand efforts to educate roadways users on the dangers of aggressive driving and the rules of the road
8. Encourage the local regional coalitions of the Missouri Coalition for Roadway Safety to fund and promote enforcement and educational programs/projects that focus on aggressive driving.

# ALCOHOL AND OTHER DRUGS

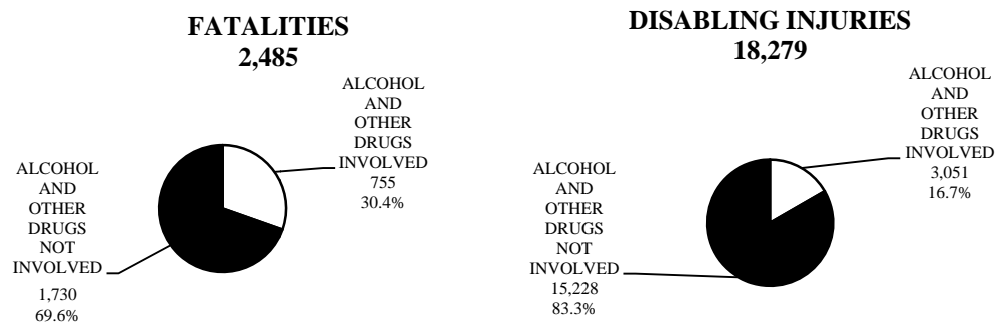


## Background

It is impossible to predict how alcohol will affect a person on any given occasion. Every drink influences both the body and mind and has a profound impact on the physical and mental skills needed to drive a motor vehicle. One drink could have serious consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or disabling injury. In the 2009-2011 period, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

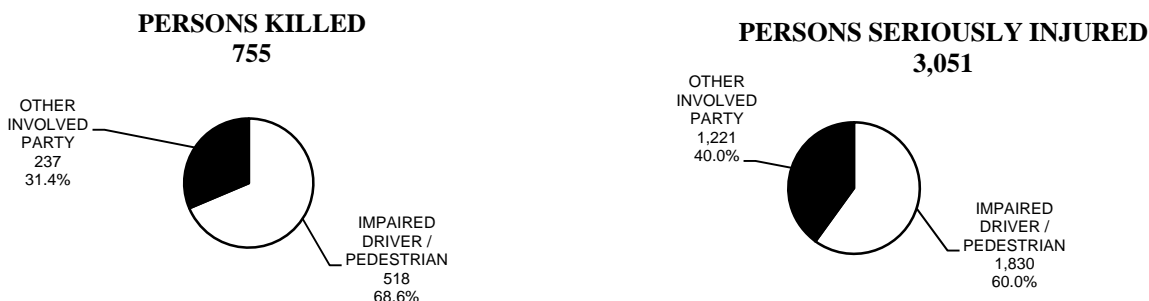
## 2009-2011 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES



A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these

crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

### 2009-2011 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (Person Involvement)

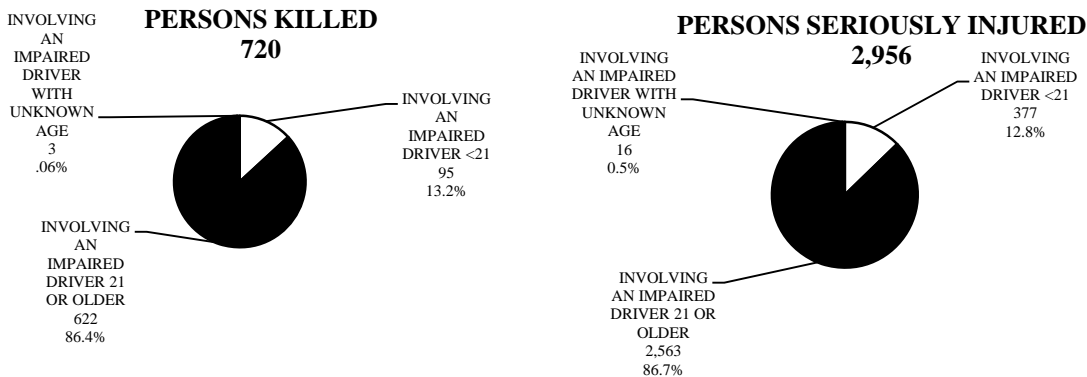


### Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers involved in traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

### 2009-2011 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (by Age)



**NOTE:** The data for persons killed and seriously injured involving an impaired driver by age does not include data for those crashes where the driver's age was unknown or where the pedestrian was the impaired party. Also, one

alcohol and other drug related crash has the potential of consisting of an impaired driver younger than 21 and one 21 or older. In these cases, the persons killed and seriously injured will be counted in each chart shown above.

**Goal #1: To decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:**

- 253 by 2011
- 248 by 2012
- 243 by 2013
- 238 by 2014

**Performance Measure:**

- Number of fatalities involving impaired drivers

**Benchmarks:**

- 2010 fatalities involving impaired drivers = 258

**Goal #2: To increase impaired driving arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:**

- 9,009 by 2012
- 9,189 by 2013
- 9,373 by 2014
- 9,560 by 2015

**Performance Measure:**

- Number of impaired driving arrests made during grant-funded enforcement activities and mobilizations

**Benchmark:**

- 2011 impaired driving arrests made during grant-funded enforcement activities and mobilizations = 8,832 (DWI)

**Goal #3: To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:**

- 33 by 2012
- 33 by 2013
- 32 by 2014
- 31 by 2015

**Performance Measure:**

- Number of fatalities involving impaired drivers under the age of 21 years

**Benchmark:**

- 2011 fatalities involving impaired drivers under the age of 21 years = 34

## Strategies



### Public Information and Education

1. Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as *Drive Sober or Get Pulled Over*, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements
2. Incorporate impaired driving educational programs into school systems and businesses
3. Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)
4. Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs
5. Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving
6. Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment
7. Work with the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan
8. Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention); local community educational programs
9. Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications
10. Develop campaigns/materials to reach targeted high-risk groups
11. Develop materials to educate legislators about alcohol and other drug-related driving issues
12. Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners in Prevention)
13. Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or *Every 15 Minutes*, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers
14. Provide Drug Impairment Training for Educational Professionals across the state
15. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives

### Enforcement

1. Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans
2. Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)

3. Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)
4. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
5. Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program
6. Support a state SFST/DRE coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program
7. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, PIRE law enforcement training, selective enforcement, compliance checks, and special events)
8. Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment
9. Increase participation in statewide multi-jurisdiction mobilization enforcement efforts
10. Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking enforcement projects and training
11. Support DWI traffic units with local law enforcement agencies
12. Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated

### **Prosecution/Adjudication**

1. Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, the National Traffic Law Center and the National Drug Court Institute
2. Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri
3. Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates
4. Provide National Drug Court Institute training to DWI court teams from across the state
5. Provide equipment and training to enhance the DWI Tracking System (DWITS)
6. Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference
7. Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing
8. Continue expansion of DWI courts throughout the state
9. Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts
10. Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator

### **Technology**

1. Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system
2. Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed
3. Seek ways to expedite processing of DWI offenders
4. Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices
5. Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules

### **Open Container** (Section 154 Open Container Transfer Funds)

Within the provisions of SAFETEA-LU, states were required to pass and enforce a qualifying open container law or be subject to a 3% transfer of their federal aid highway funds. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within this plan are supported by Section 154 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Historically Missouri has focused on the prevention of crossover fatalities through the installation of 3-strand median guard cable on major roadways – one of the most serious types of crashes occurring in Missouri. Because of our efforts using the Open Container Transfer funds to install the median guard cable, we have almost eliminated crossover fatalities on our divided roadways. Currently safety engineering efforts using this funding source involve the installation of rumble stripes focused on keeping vehicles on the roadway, systematically addressing horizontal curve crash locations, and the systematic improvement to numerous intersections with both low-cost and higher-cost initiatives.

### **Repeat Offender** (Section 164 Repeat Offender Transfer Funds)

Within the provisions of SAFETEA-LU, states were required to pass minimum penalties for repeat offenders for driving while intoxicated or driving under the influence laws or be subject to a 3% transfer of their federal aid highway funds. These funds are required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within in this plan are supported by Section 164 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Missouri began using Section 164 funding in FY'2011. The focus of this funding will be on shoulder improvements on major and/or minor roads with a crash history. Safety engineering efforts using this funding source involve the installation of rumble stripes/strips focused on keeping vehicles on the roadway and improvements in horizontal curves.



## OCCUPANT RESTRAINTS

### RESTRAINT USE

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a safety belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install safety belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2009-2011, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists):

- 2,485 killed – 78.1% had a safety belt available;
- 18,279 seriously injured – 80.9% had a safety belt available.

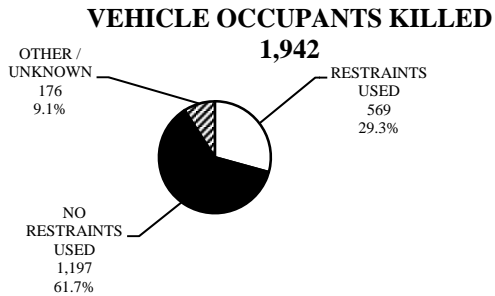
A substantial number of occupants killed in 2009-2011 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, **67.8% of the people who died were not buckled up**. Of those seriously injured, 35.8% were not belted. Conversely, of those not injured, 722,486 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2009-2011 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a **1 in 30.4** chance of being **killed** if they were **not wearing a safety belt**; but that chance dropped dramatically to only **1 in 1,418** if the driver was **wearing a safety belt**.

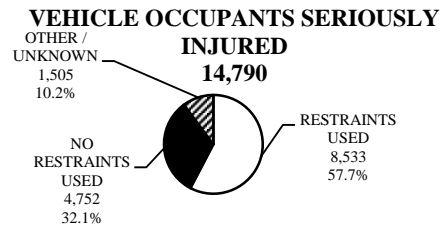


Note: The following charts include the percent of fatalities with unknown safety belt usage.

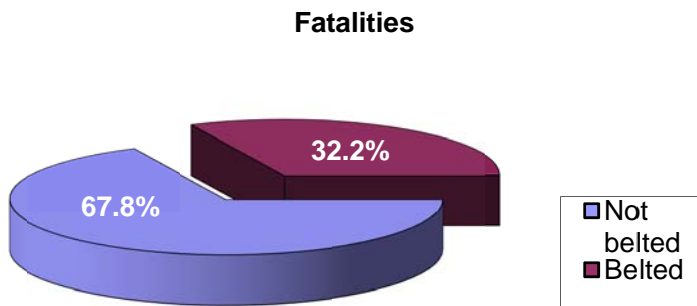
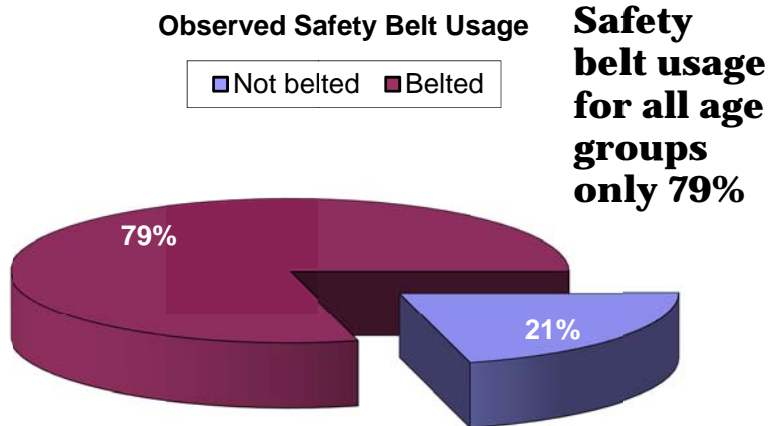
## 2009-2011 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES SAFETY BELT USAGE



Data includes Child Safety Seats



Data includes Child Safety Seats



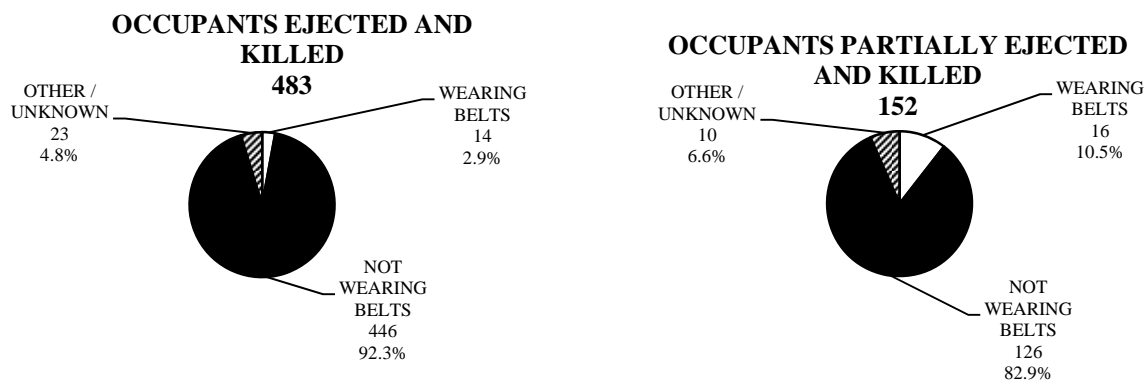
**67.8% of vehicle occupants killed were unbelted**

## Ejections

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 92.3% were not wearing safety belts and of those partially ejected, 88.74% were not belted. Of the occupants not ejected from their vehicles, 53.3% failed to wear their safety belts.

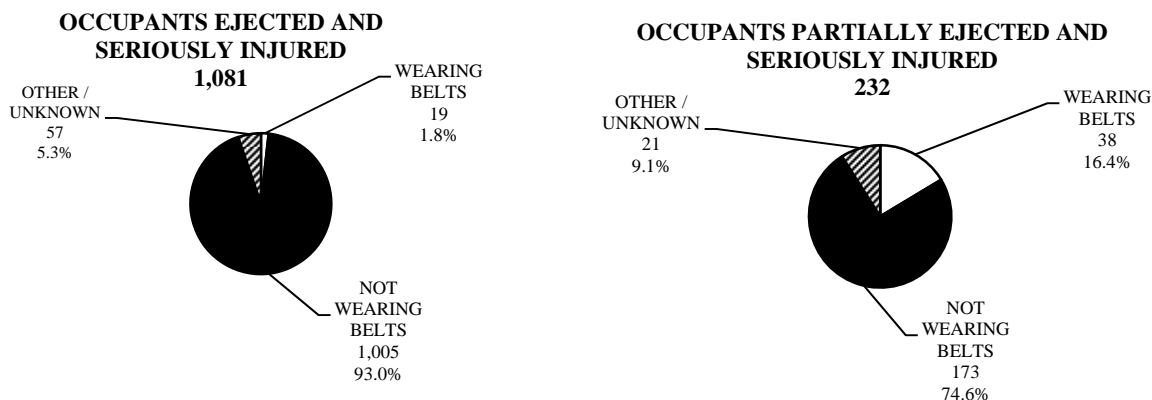
Note: The following charts include the percent of fatalities with unknown safety belt usage.

### 2009-2011 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES SAFETY BELT USAGE



In known cases of those occupants seriously injured who were totally ejected from the vehicle, 98.1% were not wearing safety belts and of those partially ejected, 82% were not belted. Of the occupants not ejected from their vehicles, 30% failed to wear their safety belts.

Note: The following charts include the percent of fatalities with unknown safety belt usage.



## Safety Belt Usage Among High School Students

While 67.8% of the dead occupants were not buckled up, lack of safety belt use becomes even more significant when we segregate young people. When just looking at young people between the ages of 15 through 20, **76.4% of those who died were not buckled up.**

The Office of Highway Safety had long been concerned with the lack of safety belt usage among young drivers and passengers. Unfortunately, there was no survey data to provide an established use rate for this age group. In 2003, parameters were developed to conduct an observational safety belt use survey for teens. It was determined that the most effective way to reach this very targeted age group was to survey specific high schools throughout the state.

Several guiding principles served as the underlying basis for the sampling plan:

1. The individual public high school would be the basic sample unit at which safety belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the ten MoDOT regions in the state.
3. The number of schools selected from each MoDOT region would be proportionate to the number of schools in that region in comparison to the state total of 496 public high schools
4. The high schools within each region would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT region.

One hundred-fifty high schools were selected for the survey in 92 counties (80 percent of the 115 counties in Missouri). Observational data were collected in April, Monday through Friday. Two instruments were used to collect the data. One instrument focused on the vehicle and the driver, while the other targeted the front safety outboard passenger and other occupants in the vehicle. A detailed report of all findings is available on file at the Office of Highway Safety.

Results of the high school surveys reflected mostly modest increases until a 5 percent jump in usage in 2010. From 2010 to 2011 there was a one percent increase and a one percent decrease from 2011 to 2012.

- 2006 – 58 percent;
- 2007 – 61 percent;
- 2008 – 62 percent;
- 2009 – 61 percent;
- 2010 – 66 percent;
- 2011 – 67 percent
- 2012 – 66 percent



## Very Young Passengers

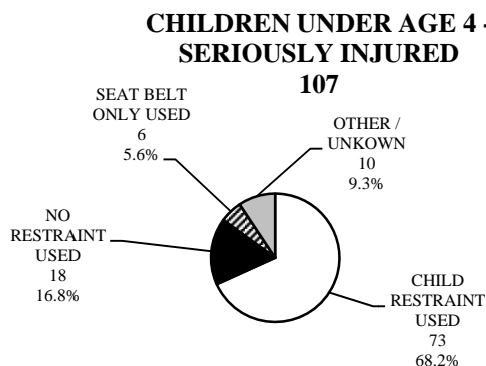
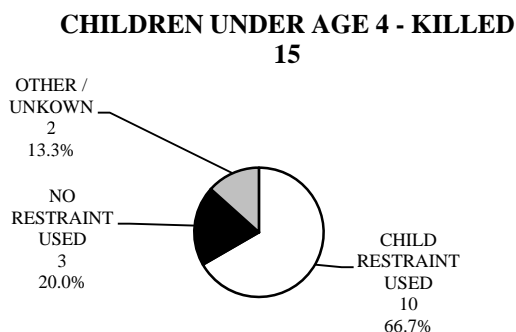
While Missouri must continue to promote the use of safety belts, particular attention must be paid to increasing the use of restraint devices for transporting young children. According to the National Highway Traffic Safety Administration (NHTSA), approximately 7,500 lives have been saved by the proper use of child restraints during the past 20 years. Yet, motor vehicle crashes still remain the number one killer of children ages 4 to 14 in America. The reason? Too often it is the improper or non-use of child safety seats and booster seats.



### Children Birth through Age Three – Child Safety Seats

In 2009-2011, 15 children under the age of 4 were killed in a motor vehicle; 20% were not using any type of restraint device (in known cases). Another 107 were seriously injured. In known cases, 16.8% were not in any restraint device and 5.6% were in an adult safety belt.

#### 2009-2011 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES RESTRAINT DEVICE USAGE – CHILDREN UNDER AGE 4



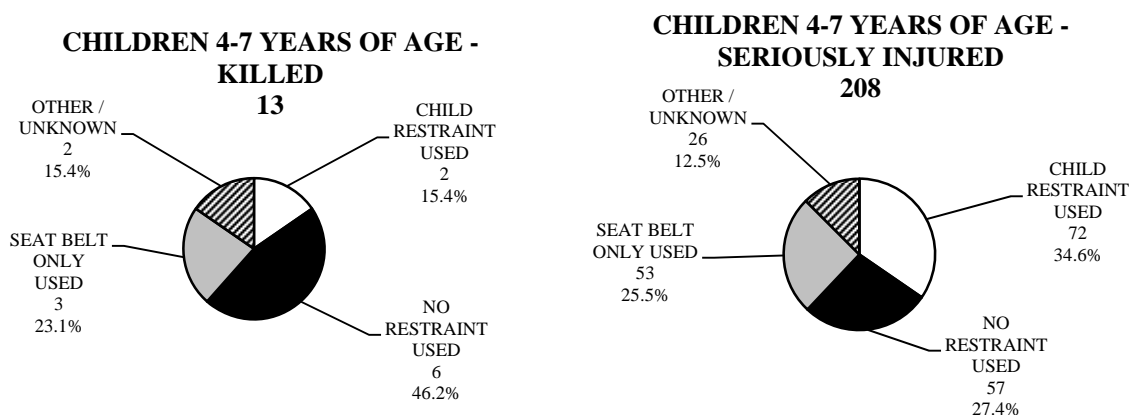
### Children Age 4 through 7 – Booster Seats

Research indicates that when children are graduated to a safety belt too soon, they are much more likely to suffer serious, disabling injuries in a crash due to “safety belt syndrome.” Therefore, during the 2006 legislative session, Missouri’s child passenger restraint law was strengthened to require children ages 4 through 7 (unless they are 4’9” tall or weigh more than 80 pounds) to be secured in a booster seat (or child safety seat if appropriate for their height and weight). The law became effective August 28, leaving only four months in 2006 to capture data

on booster seat usage. Given that it takes up to six months before the general public is aware of a new law and has put it into practice, booster seat usage for 2006 was not evaluated. We did, however, begin analyzing crash data on this age group beginning in 2007 to determine whether we observe a trend that is indicative of a reduction in deaths and serious injuries.

In 2009-2011, 13 children, 4 through 7 years of age, were killed in a motor vehicle; in known cases, 46.2% were not using any type of restraint device. Another 208 children within this age group were seriously injured – 27.4% were not secured in any type of restraint device, 34.6% were in a child restraint, and 25.5% were in an adult safety belt.

### 2009-2011 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES RESTRAINT DEVICE USAGE – CHILDREN 4-7 YEARS OF AGE



**Goal #1: To increase statewide safety belt usage by 2 percent annually to:**

- 81% by 2012
- 83% by 2013
- 85% by 2014
- 87% by 2015

**Performance Measures:**

- Statewide percent observed belt use for passenger vehicles (front seat outboard occupants)

**Benchmarks:**

- 2012 statewide safety belt usage rate = 79%

**Goal #2: To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:**

- 376 by 2012
- 372 by 2013
- 369 by 2014
- 365 by 2015

**Performance Measures:**

- Number of unrestrained passenger vehicle occupant fatalities

**Benchmarks:**

- 2011 unrestrained passenger vehicle occupant fatalities = 380

**Goal #3: To increase safety belt citations by 2 percent annually to:**

- 36,319 by 2012
- 37,046 by 2013
- 37,786 by 2014
- 38,542 by 2015

**Performance Measures:**

- Number of safety belt citations issued during grant-funded enforcement and mobilizations

**Benchmarks:**

- 2012 safety belt citations (grant-funded enforcement and mobilizations) = 30,745

**Goal #4: To increase teen safety belt usage by 2 percent usage annually to:**

- 69% by 2012
- 71% by 2013
- 73% by 2014
- 75% by 2015

**Performance Measures:**

- Percent observed belt use for teen front seat outboard occupants

**Benchmarks:**

- 2012 teen safety belt usage rate = 66%

**Goal #5: To increase safety belt usage by commercial motor vehicle drivers by 2 percent annually to:**

- 83% by 2011
- 85% by 2012
- 87% by 2013
- 89% by 2014
- 91% by 2015

**Performance Measures:**

- Percent observed safety belt use for commercial motor vehicle (CMV) drivers

**Benchmarks:**

- 2012 CMV driver usage rate = 81.5%

**Goal #6: To increase child safety seat usage by 1 percent annually to:**

- 92% by 2010
- 93% by 2011
- 94% by 2012
- 95% by 2013
- 96% by 2014
- 97% by 2015

**Performance Measures:**

- Percent observed child safety seat use

**Benchmarks:**

- 2009 child safety seat usage rate = 91%

**Goal #7: To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:**

- 800-1,000 with representation in each of the seven *Blueprint* regional coalitions

**Performance Measures:**

- Number of certified Child Passenger Safety Technicians in the statewide database maintained by the highway safety division

**Benchmarks:**

- Certified Technicians as of June 2013 = 934

**Goal #8: To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:**

- 30-40 with representation in each of the seven *Blueprint* regional coalitions

**Performance Measures:**

- Number of certified Child Passenger Safety Instructors in the statewide database maintained by the highway safety division

**Benchmarks:**

- Certified Instructors as of June 2013 = 37

**Goal #9: To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:**

- 125 – 200 with representation in each of the seven *blueprint* regional coalitions

**Performance Measures:**

- Number of Missouri inspection stations in a statewide database maintained by the Highway Safety Office

**Benchmarks:**

- Inspection stations in Missouri as of June 2013 = 196

## **Strategies**

### **Child Passengers**

1. Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use
2. Maintain a state CPS Advisory Committee and implement their recommendations where appropriate
3. Conduct six certified Child Passenger Safety Technician classes statewide
4. Certify an additional CPS Instructor each year
5. Maintain a statewide computer list-serve of CPS technicians and instructors
6. Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division
7. Work with partners and with the media to garner support for annual CPS Week in September
8. When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site  
<http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm> )
9. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws
10. Conduct Child Restraint Observational Survey every other year
11. Conduct annual CPS enforcement and public awareness campaign during National CPS Week

### **Teen Passengers/Drivers**

1. Conduct annual teen statewide safety belt enforcement and public awareness campaign in March followed by the teen observational safety belt survey in April
2. Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers
3. Promote the Never Say Never and Battle of the Belt youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience
4. Develop youth safety belt public awareness materials with input from young drivers
5. Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences & Reunion, Think First and the Young Traffic Offenders Program





### **General Occupant Protection**

1. Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)
2. Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety
3. Promote the *Saved by the Belt* survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience
4. Conduct annual *Click It or Ticket* selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message
5. Compliment annual *Click It or Ticket* campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases.
6. Conduct paid media efforts and work toward continual increases in earned media efforts
7. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws
8. Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.
9. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference

# YOUNG DRIVERS



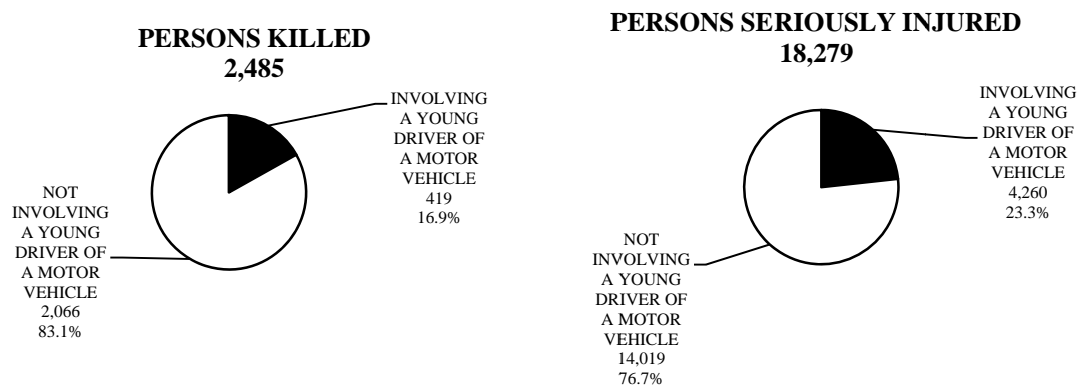
## Background

Young drivers are categorized as those ages 15 through 20 years.

These young drivers are substantially over-involved in Missouri traffic crashes. In 2011, 17% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 8.3% of the licensed driver population in Missouri.

Of all 2009-2011 fatal and disabling injury crashes in Missouri, 22.2% involved a young driver of a motor vehicle. In 2009-2011, 419 persons were killed and 4,260 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

## 2009-2011 MISSOURI YOUTH INVOLVED TRAFFIC FATALITIES AND DISABLING INJURIES



NOTE: data for persons killed and seriously injured involving a young driver does not include young drivers of ATV's, bicycles, farm implements, construction equipment, other transport devices, and unknown vehicle body types.



Several factors work together to make this age group so susceptible to crashes:

- **Inexperience:** All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience are all needed to properly make the many continuous decisions—small and large—that add up to safe driving. This is

confirmed by the larger percentage of single-vehicle fatal crashes involving young drivers where the vehicle frequently leaves the road and overturns or hits a stationary object like a tree or pole.

- Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, impairment and failing to wear a safety belt. Peer pressure also often encourages risk taking. In general a smaller percentage of young drivers in Missouri wear their safety belts compared to other drivers (teen safety belt usage rate for 2011 was 67 percent compared to the overall usage rate of 79 percent).
- Greater risk exposure: Young drivers often drive at night with other friends in the vehicle. During night driving, reaction time is slower since the driver can only see as far as the headlights allow. More teen fatal crashes occur when passengers—usually other teenagers—are in the car than do crashes involving other drivers. Driving with young, exuberant passengers usually poses a situation of distraction from the driving task. There are many other distractions in vehicles including the loud music and cell phones; all of which are factors that increase crash risk.

The top 5 contributing circumstances attributable to young drivers were:

1. Inattention
2. Driving Too Fast for Conditions
3. Failed to Yield
4. Following too Closely
5. Improper lane usage/change



## Young Drinking Drivers

When analyzing statistics involving young drinking drivers, it is all the more important for us to keep in mind that drinking alcohol is an illegal behavior for those under 21 years of age. Missouri has a “zero tolerance” law for people under 21 that sets their illegal blood alcohol content level at .02 percent (considerably lower than the .08 BAC level for adults).

In 2009-2011, there were 2,598 drivers whose consumption of alcohol contributed to the cause of a fatal or disabling injury crash. In known cases, 295 (11.4%) of the drinking drivers were under the legal drinking age of 21.

In 2009-2011, a total of 602 drinking drivers were involved in crashes where one or more people were killed. In known cases, 78 (13%) of those drinking drivers were under the legal drinking age of 21.

In 2009-2011, 658 (26.5%) of the fatalities and 2,674 (14.6%) of the disabling injuries involved a drinking driver. Of these, 89 (13.5%) of the fatalities and 331 (12.4%) of the disabling injuries involved an underage drinking driver.

In 2009-2011, **382 young drivers** of motor vehicles were involved in 371 fatal traffic crashes where 419 people died. In those crashes, 77 or 20.2% of the young drivers were drinking and driving. **In other words, one of every 5 young drivers of a motor vehicle involved in fatal crashes was drinking alcohol and their intoxicated condition contributed to the cause of the crash.**

**Goal #1: To decrease fatalities involving drivers age 15 through 20 by 2 percent annually to:**

- 144 by 2012
- 141 by 2013
- 138 by 2014
- 136 by 2015

**Performance Measure:**

- Number of fatalities involving drivers age 15 through 20

**Benchmarks:**

- 2011 fatalities involving drivers age 15 through 20 = 147

**Goal #2: To decrease disabling injuries involving drivers age 15 through 20 by 2 percent annually to:**

- 1,198 by 2012
- 1,174 by 2013
- 1,150 by 2014
- 1,127 by 2015

**Performance Measure:**

- Number of people seriously injured involving drivers age 15 through 20

**Benchmarks:**

- 2011 disabling injuries involving drivers age 20 or younger = 1,222

**Strategies**

1. Continue support for youth prevention and education programs to include Team Spirit Youth Traffic Safety Leadership Conferences and Reunion; Think First Programs (school assemblies, Traffic Offenders Program and the corporate program); *Every15 Minutes*; DWI docu dramas; CHEERS university-based designated driver program, Safe Communities programs throughout the state and statewide Battle of the Belt competition
2. Continue statewide distribution of *Road Wise: Parent/Teen Safe Driving Guide* through DOR licensing offices and Highway Patrol driver examination stations and upon request
3. Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents and teens
4. Continue to update, as needed, materials and web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers
5. Include information on the graduated driver license (GDL) law in materials, on the website, and within presentations
6. Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART Web-based server training, PIRE law enforcement training, compliance checks and multi-jurisdiction enforcement teams)
7. Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools
8. Conduct an annual law enforcement campaign focused on underage drinking and driving
9. Provide funding to support college/university prevention programs (Partners in Prevention, CHEERS Designated Driver program, SMART online server training and START online student alcohol awareness training) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign
10. Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Driver License, Zero Tolerance, Abuse and Lose)
11. Promote the saveMOlives website and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)
12. Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving
13. Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance

14. Develop campaigns/materials to reach targeted high-risk groups
15. Promote the Never Say Never seat belt campaign, Battle of the Belt, and the youth alcohol campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience



## **OLDER DRIVERS 65 YEARS OF AGE AND OVER**

### **Background**

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the U.S. Census Bureau, Missouri ranked 17<sup>th</sup> nationally in 2008 with 13.6% of the population age 65 or older. A 62% increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Being able to go where we want and when we want is important to our quality of life. Personal mobility is often inextricably linked to the ability to drive a car. However, as we age our ability to drive a motor vehicle may be compromised by changes in vision, attention, perception, memory, decision-making, reaction time and aspects of physical fitness and performance.

A wide variety of age-related decreases in physical and mental abilities can contribute to decreased driving ability, as implied by reports that elderly drivers drive less as they age, while collisions per mile driven increase. Drivers 65 and older who are injured in automobile crashes are more likely than younger drivers to die from their injuries. Accordingly, several reports have noted that per mile driven, older drivers experience higher crash fatality rates than all but teen-age drivers. Studies have shown that a driver 70 or over is about three times as likely as someone 35-54 years old to sustain a fatal injury in a crash.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education and rulemaking in the upcoming decade.

- The good news is that older drivers who keep track of changes in their eyesight, physical fitness and reflexes may be able to adjust their driving habits so they stay safer on the road. The Missouri Department of Transportation has also begun implementing numerous countermeasures to address visibility issues with older drivers. Roadway markings and highway signs have been modified to utilize material and paint with higher retro-reflectivity. Advance street name signs and wrong-way arrows on ramps have been installed on the highways. Center and edge line rumble stripes have been installed with this highly reflective material and the width of the stripes has been increased. Interstate

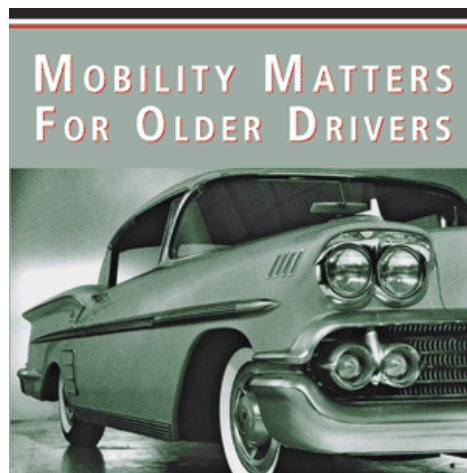
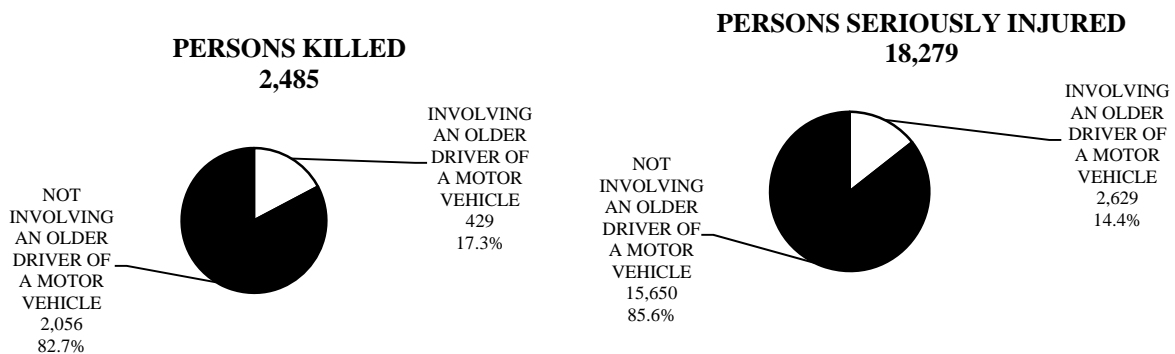
mile markers have been redesigned for higher visibility. Signs have been revamped and are now much larger.

In relation to all other licensed drivers in the state, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In August of 2012, there were 745,698 people licensed in Missouri who were age 65 or over. They accounted for 17.1% percent of the 4,402,809 persons licensed in Missouri.

Of all 2009-2011 fatal and disabling injury crashes in Missouri, 15.5% involved an older driver of a motor vehicle. In 2009-2011, 429 persons were killed and 2,629 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

### OLDER DRIVER INVOLVEMENT IN 2009-2011 MISSOURI TRAFFIC CRASHES





**Goal #1: To decrease fatalities involving older drivers by 2 percent annually to:**

- 122 by 2012
- 119 by 2013
- 117 by 2014
- 114 by 2015

**Performance Measure:**

- Number of fatalities occurring in crashes involving older drivers

**Benchmarks:**

- 2011 fatalities involving older drivers = 124

**Goal #2: To decrease serious injuries involving older drivers by 2 percent annually to:**

- 774 by 2012
- 759 by 2013
- 744 by 2014
- 729 by 2015

**Performance Measure:**

- Number of serious injuries occurring in crashes involving older drivers

**Benchmarks:**

- 2011 serious injuries involving older drivers = 790

**Strategies**

1. Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers identified in the SHSP *Missouri's Blueprint to Save More Lives*
2. Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field
3. Develop and distribute public informational materials to assist older drivers and their families
4. Provide educational programs to community groups and the public
5. Train law enforcement personnel to identify signs of impairment specific to older drivers
6. Identify and promote self-assessment tools to enable older drivers to check their own driving abilities
7. Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)
8. Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety
9. Develop a package of office-based screening tools that can be used by healthcare providers and agencies involved in licensing decisions

# COMMERCIAL MOTOR VEHICLES



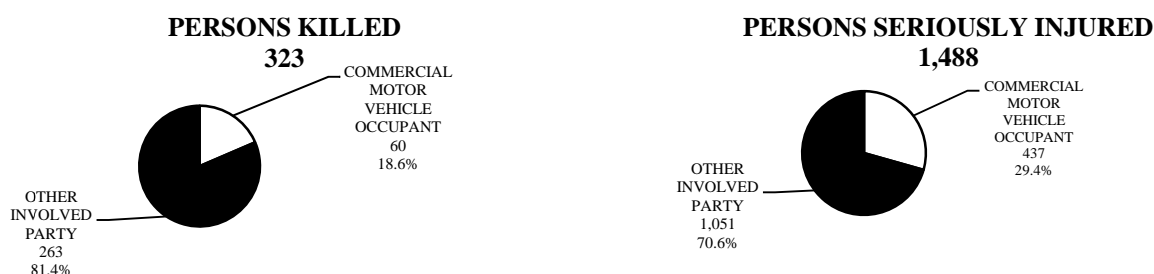
## Background

Large trucks have blind spots – identified as **No Zones** – around the front, back and sides of the truck, which make it difficult for the driver to see. It is critically important that other drivers stay out of the **No Zone** of a commercial vehicle. Because most commercial motor vehicles (CMVs) are large transport devices that are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles with which they collide. When analyzing the types of persons killed or injured in CMV crashes, the great majority were not the occupants of the commercial motor vehicle.

Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 2009-2011, there were 447,397 traffic crashes in the state. In these crashes, 34,344 (7.7%) involved at least one commercial motor vehicle. Of the 2,280 fatal crashes, however, 292 (12.8) involved at least one commercial motor vehicle.

Of those killed in 2009–2011 CMV crashes, 60 (18.6%) were CMV occupants and 263 (81.4%) were other parties in the incident. When examining disabling injuries, 437 (29.4) were CMV occupants while 1,051 (70.6%) were some other party.

## 2009-2011 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES



The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to crashes. The Traffic and Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is submitted to the Federal Motor Carrier Safety Administration.

# MOTORCYCLE CRASHES

## **Background**

A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error – how much extra time and space they need given their skill level.

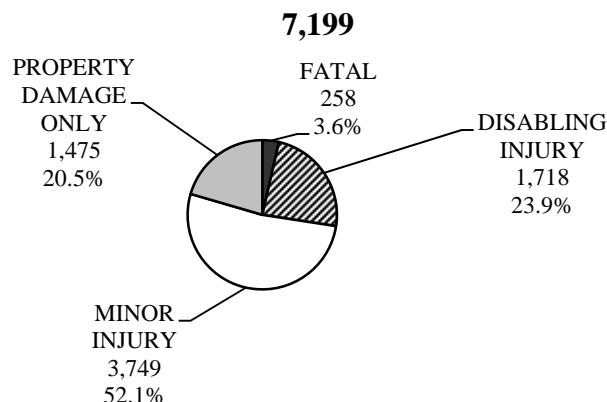
Likewise, the general motoring public must be aware of their surroundings while driving and share the road with motorcyclists. A significant number of motorcycle crashes involve another vehicle.

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. This reality makes helmet use imperative. In 2008, Missouri ranked 19<sup>th</sup> in helmet use nationwide (ranking is based on an overall percentage of motorcyclists wearing their helmets).

Of the 447,375 traffic crashes in 2009-2011, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured in the incident. During the same period, there were 7,199 traffic crashes involving motorcycles. In these incidents, 258 (3.6%) resulted in a fatality and 1,717 (23.9%) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

An area of particular concern is the number of unlicensed motorcyclists involved in crashes. Between 2009-2011 24.6% of the 7,199 motorcycle involved traffic crashes involved an unlicensed motorcycle driver. In fatal crashes, 38% involved an unlicensed motorcycle driver, while 28.5% of the disabling injury crashes involved an unlicensed motorcycle driver.

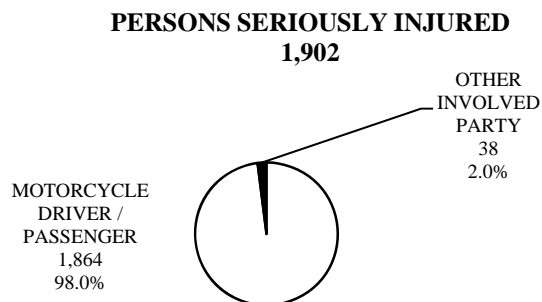
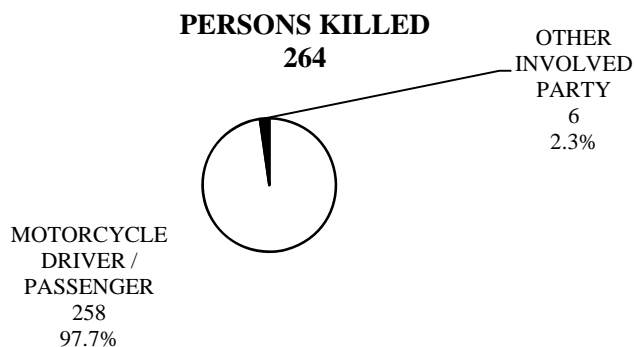
## **2009 – 2011 MISSOURI MOTORCYCLE INVOLVED CRASHES**



**In most instances, motorcycle drivers and/or their passengers are the ones killed and seriously injured when they are involved in a traffic crash.** Of the 264 people killed in motorcycle-involved crashes (2009-2011), 258 (97.7%) were motorcycle riders and 6 (2.3% )

were some other person in the incident. Of the 1,902 seriously injured (2009-2011), 1,864 (98%) were the motorcycle riders while only 38 (2.0%) were some other person in the incident.

### 2009 – 2011 MISSOURI MOTORCYCLE INVOLVED TRAFFIC CRASHES (Person Involvement)



A significant number of motorcyclists and their passengers killed and seriously injured in Missouri traffic crashes are middle age. Of those killed, 43% were between the ages of 41-60 and 46.8% of those seriously injured were in this age group.

### 2009 - 2011 MISSOURI MOTORCYCLE DRIVERS AND PASSENGERS KILLED AND SERIOUSLY INJURED IN MISSOURI TRAFFIC CRASHES (Age by Personal Injury Severity)

	<b>KILLED</b>			<b>SERIOUSLY INJURED</b>			<b>TOTAL</b>	
<b>Age</b>	<b>Number</b>	<b>%</b>	<b>Without Helmets</b>	<b>Number</b>	<b>%</b>	<b>Without Helmets</b>	<b>Number</b>	<b>%</b>
00 - 20	21	8.1%	4	137	7.3%	23	158	7.4%
21 - 40	92	35.7%	15	686	36.8%	67	778	36.7%
41 - 60	111	43.0%	14	872	46.8%	61	983	46.3%
61 and Over	34	13.2%	2	167	9.0%	6	201	9.5%
Unknown age	0	0.0%	0	2	0.1%	1	2	0.1%
<b>Total</b>	<b>258</b>	<b>100.0%</b>	<b>35</b>	<b>1,864</b>	<b>100.0%</b>	<b>158</b>	<b>2,122</b>	<b>100.0%</b>

**Goal #1: To decrease motorcyclist fatalities by 2 percent annually to:**

- 79 by 2012
- 78 by 2013
- 76 by 2014
- 75 by 2015

**Performance Measure:**

- Number of motorcyclist fatalities

**Benchmarks:**

- Number of 2011 motorcyclist fatalities = 81

**Goal #2: To decrease un-helmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was “unknown”):**

- 7 by 2012
- 6 by 2013
- 5 by 2014
- 4 by 2015

**Performance Measure:**

- Number of un-helmeted motorcyclist fatalities (only those fatalities where helmet use was known)

**Benchmarks:**

- Number of 2011 un-helmeted motorcyclist fatalities = 8

**Goal #3: To decrease fatalities involving motorcycle operators who are not licensed or improperly licensed by two per year:**

- 32 by 2012
- 30 by 2013
- 28 by 2014
- 26 by 2015

**Performance Measure:**

- Number of fatalities involving motorcycle operators with no license or improperly licensed

**Benchmark:**

- 2011 fatalities involving an unlicensed motorcycle operator = 34

## **Strategies**

1. Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at University of Central Missouri
2. Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually
3. Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand
4. Actively participate as a member of the Missouri Motorcycle Safety Advisory Committee and examine the possibility of incorporating the committee as a subcommittee of the Missouri Coalition for Roadway Safety
5. Implement, where possible, strategies in the Missouri Motorcycle Strategic Safety Plan 2012-2016
6. Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets
7. Continue working with numerous grass-roots motorcycle safety groups in promoting the “Watch for Motorcycles” message throughout the state



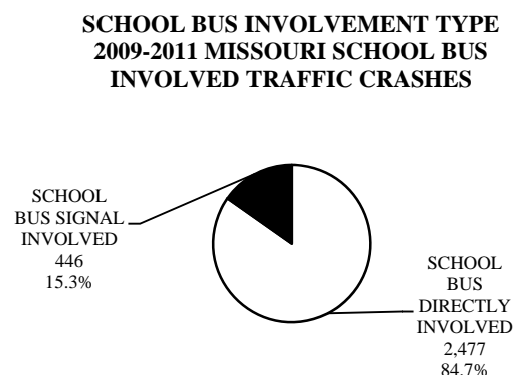
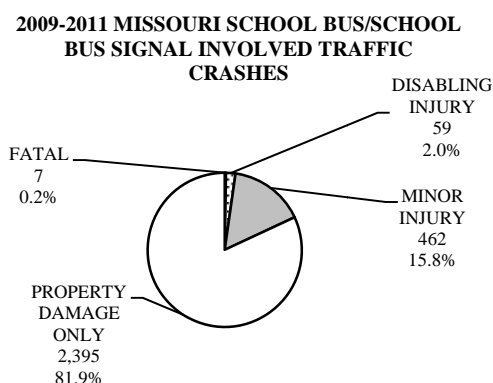
## **CRASHES INVOLVING SCHOOL BUSES**

### **Background**

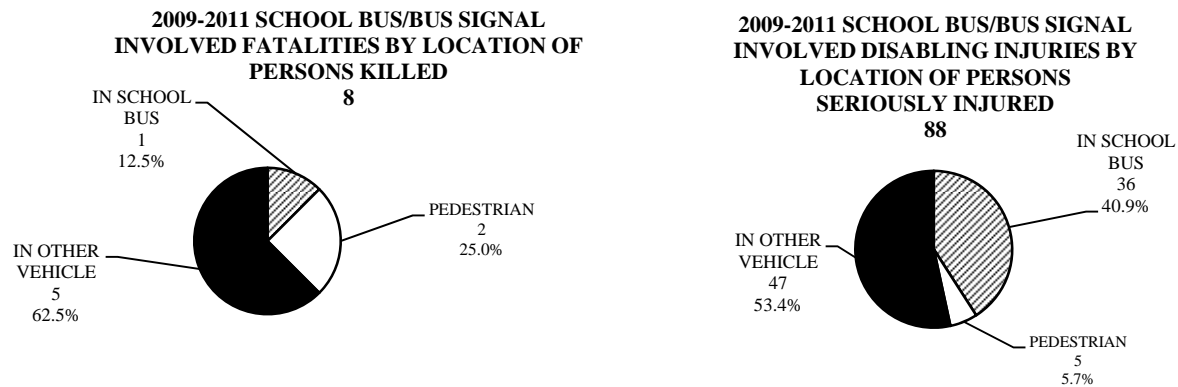
Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways. Many school buses throughout Missouri are now equipped with 3-point safety belts. This safety enhancement, when properly used, provides additional protection in the event of a crash.

School buses are not involved in a large number of traffic crashes in Missouri. Of all 2009-2011 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 84.7% of the school bus crashes, a school bus was directly involved in the crash and in 15.3% of the crashes, no school bus was directly involved but a school bus signal was involved.



Of the eight persons killed during 2009-2011 in crashes involving school buses, one was an actual occupant of the school bus and seven were some other person in the incident. Of the 88 persons seriously injured, 36 were occupants of the school bus, five were pedestrians and 47 were some other person in the incident.



A significant number of persons killed or seriously injured in crashes involving school buses are young.

**PERSONS KILLED AND SERIOUSLY INJURED IN 2009-2011 SCHOOL BUS/BUS SIGNAL INVOLVED TRAFFIC CRASHES**  
(Age by Personal Injury Severity by Involvement)

	IN BUS		PEDESTRIAN		IN OTHER VEHICLE	
Age	Killed	Disabling Injuries	Killed	Disabling Injuries	Killed	Disabling Injuries
0-4	0	0	0	0	0	0
5-8	0	1	1	1	0	1
9-20	1	20	1	3	3	8
21+	0	14	0	1	2	38
Unknown	0	1	0	0	0	0
<b>Total</b>	<b>1</b>	<b>36</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>47</b>



**Goal: To decrease by 2% the number of fatalities and disabling injuries resulting from crashes involving school buses or school bus signals in comparison to the previous 3-year period to:**

- 94 for the period 2010-2012
- 92 for the period 2011-2013
- 90 for the period 2012-2014
- 89 for the period 2013-2015

**Performance Measures**

- Number of fatalities occurring in crashes involving school buses or school bus signals
- Number of disabling injuries occurring in crashes involving school buses or school bus signals

**Benchmarks:**

- 2009-2011 fatalities and disabling injuries occurring in crashes involving school buses or school bus signals = 96

**Strategies**

1. Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force
2. Continue to serve on any state school bus safety committees
3. Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses

# **VULNERABLE** **ROADWAY USERS**

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (0.9% and 0.5% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

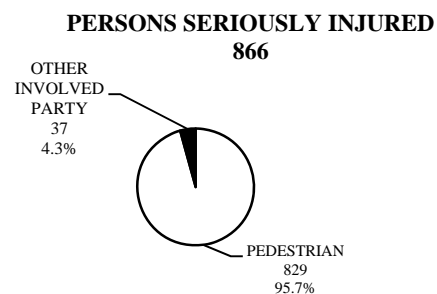
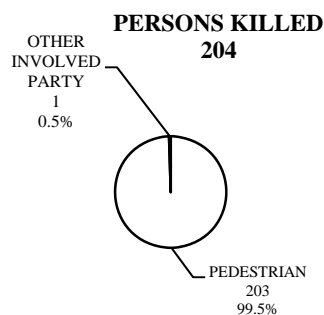


Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

## **Pedestrians**

For the period 2009-2011, there were 202 fatal pedestrian-involved crashes and 804 disabling injury pedestrian-involved crashes. During that three-year period, of the 204 persons killed in pedestrian involved crashes, 203 (99.5%) were the pedestrians. Of the 866 seriously injured in pedestrian involved crashes, 829 (95.7%) were the pedestrians.

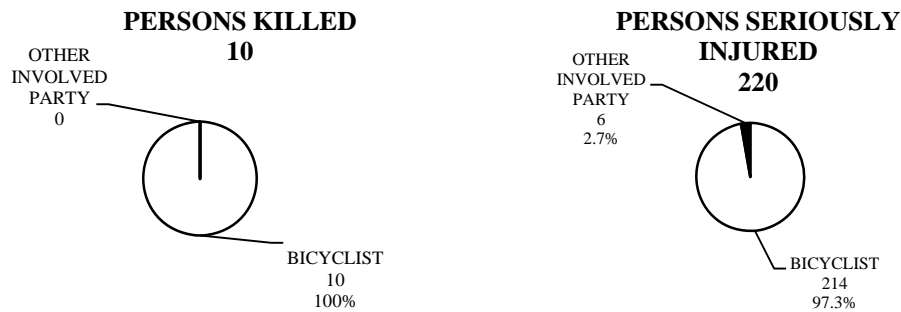
## **2009–2011 MISSOURI PEDESTRIAN INVOLVED TRAFFIC CRASHES (Person Involvement)**



## Bicyclists

For the period 2009-2011, there were 10 fatal bicycle-involved crashes and 213 disabling injury bicycle-involved crashes. For that same three-year period, of the 10 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 220 persons seriously injured in bicycle-involved crashes, 214 (97.3%) were the bicyclists.

### 2009-2011 MISSOURI BICYCLE INVOLVED TRAFFIC CRASHES (Person Involvement)



#### Goal #1: To decrease one pedestrian fatality annually to:

- 74 by 2012
- 73 by 2013
- 72 by 2014
- 71 by 2015

#### Performance Measure:

- Number of pedestrian fatalities

#### Benchmarks:

- 2011 pedestrian fatalities = 75

#### Goal #2: To decrease by one the number of bicyclist fatalities in comparison to the previous five-year period to:

- 20 by 2008-2012
- 19 by 2009-2013
- 18 by 2010-2014
- 17 by 2011-2015

#### Performance Measure:

- Number of bicyclist fatalities

#### Benchmarks:

- 2007-2011 bicyclist fatalities = 21
- 2011 bicyclist fatalities = 1

**Strategies**

1. Educate the motoring public on sharing the road safely with pedestrians and bicyclists
2. Educate pedestrians and bicyclists on safely interacting with motor vehicles
3. Purchase helmets for distribution at exhibits and for school/local safety awareness programs
4. Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the *Blueprint* regional coalitions

Traffic engineering is a vital component of the traffic safety countermeasure picture. The techniques engineers use to design roads certainly affect the safety of motorists. Engineering approaches offer two basic types of countermeasures against drivers committing hazardous moving violations: highway design and traffic engineering. With highway design, the roads can be redesigned to add capacity or accommodate increased traffic. Highway design can also mitigate the injury consequences for motorists who come into contact with aggressive, impaired, or distracted drivers. Effective traffic engineering offers a way to accommodate increased traffic flow, or at least get it under control, without building new roads.

## Traffic Engineering Assistance Program (TEAP)

115

## **Bridge Engineering Assistance Program (BEAP)**

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Technical expertise is provided to cities/counties to conduct bridge analysis including bridge inspections. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.

## **Training**

Support is also provided for traffic engineering forums and technology transfer to enhance the ability of the local communities to develop accident countermeasures. This is accomplished through training workshops and conferences funded through MoDOT.

An instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. This program provides them fifteen hours of professional development. Participants receive training on pinpointing typical traffic problems, recognizing roadway and signing defects, and identifying solutions for high-crash locations.

## **Data Collection**

Each state has developed, to varying degrees, systems for the collection, maintenance and analysis of traffic safety data. Motor vehicle crash data tells us about the characteristics of the crash and the vehicles and persons involved. Crash data elements describe the date, time, location, harmful events, type of crash, weather, and contributing circumstances. Vehicle data elements describe the vehicle in terms of the make, year, type, role, actions, direction, impact, sequence of events, and damaged areas. Person data elements describe all persons involved by age, sex, injury status, and type. Additional information describing the vehicle number, seating position, use of safety equipment, driver status information, non-motorist status, alcohol/drug involvement, and EMS transport status is collected when relevant to the occupants involved.

### **STARS Maintenance and Traffic Safety Compendium**

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS), which is the repository for all crash statistics. The Missouri State Highway Patrol started electronically filing crash reports in 2007. Approximately 24% of local crash reports are now entered electronically into the STARS system via the LETS software. Revision of the crash report form has been completed with training provided annually. The form became effective on January 1, 2012. The Traffic Safety Compendium is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data especially as it relates to contributing circumstances that caused the crash. This crash information is shared with MoDOT's Traffic and Highway Safety Division.

### **Law Enforcement Traffic Software (LETS)**

This Web-based computerized system for collection and comprehensive management of traffic data provides on-line information concerning traffic activities and needs for local law enforcement agencies. LETS allows agencies to track crash occurrences, deploy

enforcement efforts, design accident countermeasure programs, and develop customized reports. The LETS software also allows agencies to electronically transfer crash data to the STARS database.

**Goal #1: To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures**

**Performance Measure:**

- Percent of all crash reports filed electronically through LETS into the STARS system.
- Ability to track positive or negative trends in traffic crashes by target populations, geographic location, driver subgroups, and causation factors

**Benchmarks:**

- In 2009, local law enforcement agencies began electronically submitting crash reports through LETS.

**Goal #2: To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures**

**Performance Measure:**

- Continue partnership with Mid America Regional Council to conduct road safety audits with law enforcement

**Benchmarks:**

- Conduct one road safety audit with law enforcement

**Benchmarks**

- A. Provide consultant assistance to local communities for traffic engineering assessments
- B. Provide consultant assistance to local communities for bridge engineering assessments
- C. Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)
- D. Provide an effective, efficient software system for capturing local law enforcement crash data
- E. Provide an effective, efficient Web-based highway safety grants management system

**Strategies**

1. Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance
2. Utilize statistics gathered from STARS to assist MoDOT's Traffic and Highway Safety Division and local communities in developing problem identification
3. Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
4. Provide training to assure state and local engineers are kept abreast of current technology

5. Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS
6. Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan
7. Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.
8. Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 405C implementing guidelines)
9. Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs
10. Promote use of the online law enforcement mobilization reporting system
11. Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards.
12. Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT's Information Technology division
13. Continue to procure enhanced broadband wireless services for Missouri State Highway Patrol cars through a wireless service provider, to allow for seamless, continuous, and complete transmissions of racial profiling data



**Total Fatalities and Disabling Injuries by Target Area  
2009 - 2011  
Statewide**

**Fatalities Involving**

Description	2009	2010	2011	Total
Unrestrained Occupants	425	392	380	1,197
Run-Off-Road Crashes	398	395	398	1,191
Aggressive Driving				
Following too close	14	23	19	56
Too fast for conditions	224	191	183	598
Speed exceeded limit	156	148	134	438
TOTAL for 3 conditions	394	362	336	1,092
Horizontal Curves	293	262	270	825
Alcohol and/or Other Drugs	281	240	234	755
Distracted Drivers	155	182	161	498
Intersection Crashes				
Unsignalized	95	122	77	294
Signalized	55	43	36	134
TOTAL for Intersection Fatalities	150	165	113	428
Young Drivers—15-20	156	119	151	426
Collision with Tree	142	123	132	397
Unlicensed Drivers	123	120	135	378
Head-On Crashes				
Head-On - Non-Interstate	136	98	112	346
Head-On - Interstates	4	8	9	21
TOTAL for Non-Interstate and Interstate	140	106	121	367
Commercial Motor Vehicles	101	103	119	323
Motorcyclists Killed	84	93	81	258
Older Drivers—65-75	94	84	72	250
Pedestrians Killed	71	57	75	203
Older Drivers – 76 or Older	66	77	57	200
Collision with Utility Pole	23	27	31	81
Work Zones	14	15	11	40
Bicyclists Killed	2	7	1	10
School Buses / School Bus Signal	2	5	1	8

**Seriously Injured Involving**

Description	2009	2010	2011	Total
Run-Off-Road Crashes	2,692	2,543	2,312	7,547
Aggressive Driving				
Following too close	391	453	369	1,213
Too fast for conditions	1,637	1,576	1,374	4,587
Speed exceeded limit	449	362	378	1,189
TOTAL for 3 conditions	2,477	2,391	2,121	6,989
Intersection Crashes				
Unsignalized	1,248	1,102	1,012	3,362
Signalized	678	645	630	1,953
Total for Intersection Serious Injuries	1,926	1,747	1,642	5,315
Horizontal Curves	1,783	1,636	1,521	4,940
Unrestrained Occupants	1,703	1,598	1,451	4,752
Distracted Drivers	1,590	1,428	1,327	4,345
Young Drivers—15-20	1,646	1,444	1,252	4,342
Alcohol and/or Other Drugs	1,142	964	945	3,051
Unlicensed Drivers	756	686	594	2,036
Motorcyclists Seriously Injured	639	591	634	1,864
Collision with Tree	702	609	537	1,848
Older Drivers—65-75	634	587	502	1,723
Head-On Crashes				
Head-On - Non-Interstates	570	463	477	1,510
Head-On - Interstates	12	15	10	37
TOTAL for Non-Interstate and Interstate	582	478	487	1,547
Commercial Motor Vehicles	537	494	457	1,488
Older Drivers – 76 or Older	368	334	309	1,011
Pedestrians Seriously Injured	259	268	302	829
Collision with Utility Pole	227	176	180	583
Work Zones	73	102	64	239
Bicyclists Seriously Injured	72	69	73	214
School Buses / School Bus Signal	35	34	19	88

**Final Report**

TR 12 1235

**Highway Safety Drivers Survey**

Prepared for  
Missouri Department of Transportation  
Organizational Results

By

Lance Gentry, Ph.D., M.B.A.



**July 18, 2012**

The opinions, findings, and conclusions expressed in this publication are those of the principal investigators and the Missouri Department of Transportation. They are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration. This report does not constitute a standard or regulation.

## TECHNICAL REPORT DOCUMENTATION PAGE

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		14. Sponsoring Agency Code	
15. Supplementary Notes The investigation was conducted in cooperation with the U. S. Department of Transportation, Federal Highway Administration.			
16. Abstract  Missouri drivers were surveyed to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The results are presented for the entire state, and by district (stratified), and weighted proportionally to the region distribution in terms of geographic, gender, and age distributions. Results are also compared to that of the previous two years.			
17. Key Words Driver survey, highway safety, seat belts, speeding, driving under the influence (DUI), cell phones		18. Distribution Statement No restrictions. This document is available to the public through National Technical Information Center, Springfield, Virginia 22161	
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Form DOT F 1700.7 (06/98)

## Executive Summary

### **Highway Safety Findings**

This research project surveyed 2,616 adult Missouri drivers in June 2012 to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 647 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

**Seat belt findings:** 84.2% of Missouri drivers claimed they always used their seat belts when they drove a car, van, SUV, or pickup. This finding was statistically identical to the results from the previous two years. Those least likely to wear seat belts were males, between the ages of 50 and 64, whose primary vehicle was a pickup truck or a motorcycle. Since motorcycles do not have seat belts, it is reasonable that people who primarily drive motorcycles will not have developed a seat belt habit for when they drive another vehicle. This year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This is a change from the findings from the previous two years.

A slight majority (51.0%) of the respondents prefer to keep Missouri's seat belt law a secondary law and (52.9%) preferred to leave the penalty for violating the law unchanged. Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (24.5%) thought the fine should be increased to \$50 to \$74. Over two-thirds of the respondents (73.2%) were not aware of any publicity concerning seat belt law enforcement. This awareness is similar to that of 2011, but shows a downward trend when compared to the last two years. The difference from 2010 to 2011 and from 2011 to 2012 is not statistically significant, but the difference between 2010 and 2012 is. Less than half (47.6%) thought people would be caught at least fifty percent of the time if they did not wear their seatbelt. These findings were similar to those from the 2010 and 2011 surveys.

**Speeding findings:** 70.2% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph on local roads. 84.4% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. Those most likely to speed on local roads with a speed limit of 30 mph were anyone between 18 to 29 years of age and males 40 to 49 years of age. On roads with speed limits of 70 mph, males between 18 to 49 and females between 30 to 39 were more likely to speed than other groups. Women 65 and older were the least likely to speed under both 30 and 70 mph limits. All segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph.

Motorcyclists and drivers of other types of trucks (not pickups) were the outlying cases for speeding, but their behavior was the inverse of each other. This year, motorcyclists said they were the most likely to speed on local roads with speed limits of 30 mph, but the least likely to speed on roads where the speed limit was 70 mph. Truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph.

As was the case in the last two years, there was no correlation between awareness of speed enforcement by police and speeding behavior nor between speeding and the respondent's perception of the chance of being caught. The majority (65.0%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. 67.3% of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. These findings were also similar to those from the previous two surveys.

**Cell phone findings:** The majority of Missouri drivers stated they rarely or never talk on a cell phone (86.2%) nor text (97.3%) while driving. However, there were significant differences in behavior among certain demographic segments. Females between 30 to 39 years of age were much more likely to talk on a cell phone while driving than other groups with 27.8% of this segment stating that they do so at least half of the time they are driving. People between 18 to 29 were more likely to text while driving than other segments, but only about 4% of this segment texted at least half the time they were driving.

93.2% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 34.0% favored banning all cell phone use by drivers, while a majority (59.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. There were some significant changes from the previous year. Less Missourians were willing to consider a complete ban on texting while driving, while more were willing to consider hands-free options only.

**DUI findings:** 91.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is a significant change for the better from 2011 when 81.3% of Missouri drivers avoided this behavior. Heartland Market Research concluded that approximately 8.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days, significantly down from 18.7% in the previous year. Out of those who admitted to drinking before driving, the average driver did so approximately six times in the last sixty days, similar to findings from the previous two years.

Those most likely to drive under the influence of alcohol were males 40 years of age and older. Men were much more likely to drive after drinking than women. Men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of motorcycles, SUVs, and all types of trucks were more likely to drive under the influence than drivers of other vehicles.

Neither awareness of DUI enforcement nor expectations of being ticketed was correlated with drinking and driving behavior, similar to 2010 findings. Approximately half (49.9%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. 71.2% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the 2011 measurement.

## **Conclusions and Recommendations**

**Seat belt usage:** This year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This is a change from the findings from the previous two years. These findings suggest that dollars allocated for public service announcements (PSAs) would obtain greater effect if the message focused on changing people's perception of the likelihood of being caught. For example, a PSA might state exactly how many tickets were given out last year in Missouri to those who did not wear their seat belts. The results of this research also suggest that a series of reminder PSAs, aimed at motorcyclists, might be worth pursuing. For example, a spot might have two motorcyclists talking about remembering to click it when they are not on their bikes.

**Speeding issues:** The survey found no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught. This suggests that public service announcements that discuss speeding enforcement will have little to no impact on behavior. Based upon these findings, efforts to decrease speeding should follow two paths. First, the reasons why people speed should be studied and then, perhaps, effective public service announcements could be created based upon these findings. Alternatively, public service announcements that focus on other consequences of speeding might be tried. Second, enforcement may turn out to be the most effective mechanisms to reduce speeding.

**Cell phone use while driving:** Out of all the issues studied in this survey, the general public would most clearly support some type of restriction on how people could use cell phones while driving. Overall, 93.2% of Missouri drivers favored some type of cell phone safety regulation. Heartland Market Research recommends that MoDOT consider proposing a cell phone safety law that would have the greatest public support. For example, a law forbidding drivers from texting while operating a moving vehicle should obtain the support of both those who want to ban all cell phone use by drivers (34.0%) and those (59.2%) who want to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. While still relatively small, there is a growing acceptance toward restricting use of cell phones to hands-free devices. Applications are available to enable voice-controlled phones for not only talking, but for texting and navigation as well. MoDOT may wish to consider how to encourage the development and use of hands-free applications for Missourians who are going to utilize these services while driving.

**Alcohol impaired driving:** In all three years of this study awareness of DUI enforcement was not correlated with driver behavior. In 2012 and 2010, respondents' expectations of being caught for driving after drinking was also not correlated with driver behavior. This suggests that public service announcements that discuss DUI enforcement will have little to no impact on behavior and that PSA efforts to dissuade driving under the influence should investigate other options. For example, PSAs aimed at sober drivers might instruct them on how to quickly contact an officer if they spot someone driving erratically and highlight that their efforts may save lives.

## HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-0003

State Missouri Number 14-1 Date June 20, 2013

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA	125,000.00	125,000.00				0.00
AL	40,000.00	0.00				0.00
EM	32,970.00	0.00				0.00
OP	870,148.90	0.00				503,585.86
PS	500.00	0.00				0.00
PT	4,859,376.55	1,495,000.00				4,004,502.55
TR	5,174.92	0.00				0.00
AI	147,719.88	0.00				0.00
CP	605,475.29	0.00				208,130.29
DE	145,548.96	0.00				43,729.00
DL	175,120.34	0.00				0.00
RH	15,000.00	0.00				15,000.00
RS	96,000.00	0.00				60,000.00
SA	179,287.20	0.00				179,287.20
SE	45,626.72	0.00				45,626.72
CR	80,000.00	0.00				0.00
PM	375,000.00	0.00				0.00
YA	81,400.00	0.00				0.00
402 Total	7,879,348.76	1,620,000.00	0.00	0.00	0.00	5,059,861.62
K9	1,016,210.62	148,000.00				100,000.00
408 Total	1,016,210.62	148,000.00	0.00	0.00	0.00	100,000.00
K8	4,373,821.16	7,725,000.00				3,821,417.60
410 Total	4,373,821.16	7,725,000.00	0.00	0.00	0.00	3,821,417.60
K6	210,000.00	0.00				0.00
2010 Total	210,000.00	0.00	0.00	0.00	0.00	0.00
K3	404,461.89	264,500.00				0.00
K3PM	100,000.00	0.00				0.00
2011 Total	504,461.89	264,500.00	0.00	0.00	0.00	0.00
154AL	8,870,823.16	0.00				6,447,436.10
154HE	24,000,000.00	0.00				0.00
154 Total	32,870,823.16	0.00	0.00	0.00	0.00	6,447,436.10
164AL	500,527.49	0.00				250,263.75
164HE	12,000,000.00	0.00				0.00

164 Total	12,500,527.49	0.00	0.00	0.00	0.00	250,263.75
M2PE	900,000.00	225,000.00				900,000.00
405b Total	900,000.00	225,000.00	0.00	0.00	0.00	900,000.00
M3DA	550,000.00	137,500.00				0.00
405c Total	550,000.00	137,500.00	0.00	0.00	0.00	0.00
M5HVE	2,800,000.00	700,000.00				2,800,000.00
405d Total	2,800,000.00	700,000.00	0.00	0.00	0.00	2,800,000.00
M9MA	150,000.00	0.00				0.00
405f Total	150,000.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA	63,755,193.08	10,820,000.00	0.00	0.00	0.00	19,378,979.07
Total FHWA						
<b>Total NHTSA &amp; FHWA</b>	<b>63,755,193.08</b>	<b>10,820,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>19,378,979.07</b>

State Official Authorized Signature: 

Federal Official Authorized Signature:

NAME: David B. Nichols  
TITLE: Director and Governor's Representative for Highway Safety  
DATE: June 24, 2013

NHTSA - NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

Effective Date: \_\_\_\_\_

HS Form 217



## Highway Safety Plan Cost Summary - Missouri

### 2014 - HSP - 1

Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-02-01-00	Traffic and Hwy Safety Division-Planning	\$ .00	\$125,000.00	\$ .00	\$125,000.00	\$125,000.00	\$ .00
	Planning and Administration Total		\$ .00	\$125,000.00	\$ .00	\$125,000.00	\$125,000.00	\$ .00
Alcohol								
	AL-2014-03-01-00	Traffic and Hwy Safety Div-Impaired Driv	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
	Alcohol Total		\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
Emergency Medical Services								
	EM-2014-02-01-00	University of MO Curators-Safety Train E	\$ .00	\$ .00	\$ .00	\$32,970.00	\$32,970.00	\$ .00
	Emergency Medical Services Total		\$ .00	\$ .00	\$ .00	\$32,970.00	\$32,970.00	\$ .00
Occupant Protection								
	OP-2014-05-01-00	Adair Co Sheriff's Dept-Click It Or Tick	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	OP-2014-05-02-00	Missouri Safety Center-Enforcement CIOT	\$ .00	\$ .00	\$ .00	\$224,945.57	\$224,945.57	\$224,945.57
	OP-2014-05-03-00	Missouri Safety Center-Survey Statewide	\$ .00	\$ .00	\$ .00	\$138,883.35	\$138,883.35	\$ .00
	OP-2014-05-04-00	MO State Highway Patrol-Click It or Tick	\$ .00	\$ .00	\$ .00	\$120,960.00	\$120,960.00	\$ .00
	OP-2014-05-05-00	Arnold Police Dept-Seatbelt Compliance	\$ .00	\$ .00	\$ .00	\$7,527.00	\$7,527.00	\$7,527.00
	OP-2014-05-06-00	Ballwin Police Dept-Occupant Protection	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	OP-2014-05-08-00	Bloomfield Police Dept-OP	\$ .00	\$ .00	\$ .00	\$2,200.00	\$2,200.00	\$2,200.00
	OP-2014-05-09-00	Calverton Park Police Dept-Click It or T	\$ .00	\$ .00	\$ .00	\$2,508.00	\$2,508.00	\$2,508.00
	OP-2014-05-10-00	Chillicothe Police Dept-Occupant Protect	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	OP-2014-05-11-00	Columbia Police Dept-Occupant Protection	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	OP-2014-05-12-00	Creve Coeur Police Dept-Click It or Tick	\$ .00	\$ .00	\$ .00	\$6,600.00	\$6,600.00	\$6,600.00
	OP-2014-05-13-00	Edmundson Police Dept-Buckle Up 2014	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	OP-2014-05-14-00	Eureka Police Dept-Occupant Protection E	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	OP-2014-05-15-00	Florissant Police Dept-Occupant Protecti	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	OP-2014-05-16-00	Gladstone Dept of Public Safety-Occupant	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	OP-2014-05-17-00	Hazelwood Police Dept-Hazelwood Police O	\$ .00	\$ .00	\$ .00	\$4,995.00	\$4,995.00	\$4,995.00
	OP-2014-05-18-00	Jackson Co Sheriff's Office-Seat Belt En	\$ .00	\$ .00	\$ .00	\$16,552.00	\$16,552.00	\$16,552.00
	OP-2014-05-19-00	Kansas City MO Board of Police Comm-Occu	\$ .00	\$ .00	\$ .00	\$58,320.00	\$58,320.00	\$58,320.00
	OP-2014-05-20-00	Kirkwood Police Dept-Seatbelt Enforcemen	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2014-05-21-00	Maryland Heights Police Dept-Safety & Dr	\$ .00	\$ .00	\$ .00	\$3,120.48	\$3,120.48	\$3,120.48
	OP-2014-05-22-00	Missouri Safety Center-Enforcement/Youth	\$ .00	\$ .00	\$ .00	\$84,395.57	\$84,395.57	\$84,395.57
	OP-2014-05-23-00	Missouri Safety Center-Survey CPS	\$ .00	\$ .00	\$ .00	\$39,241.70	\$39,241.70	\$ .00
	OP-2014-05-24-00	Missouri Safety Center-Survey Teen Seatb	\$ .00	\$ .00	\$ .00	\$67,477.99	\$67,477.99	\$ .00
	OP-2014-05-25-00	Overland Police Dept-Occupant Protection	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	OP-2014-05-26-00	St Charles City Police Dept-Occupant Pro	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	OP-2014-05-27-00	St Louis Co Police Dept-Occupant Protect	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2014-05-28-00	Texas Co Sheriff's Office-Seat Belt Enfo	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	OP-2014-05-29-00	Webster Groves Police Dept-Occupant Prot	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	OP-2014-05-30-00	Wentzville Police Dept-Click It or Ticke	\$ .00	\$ .00	\$ .00	\$5,922.24	\$5,922.24	\$5,922.24
	Occupant Protection Total		\$ .00	\$ .00	\$ .00	\$870,148.90	\$870,148.90	\$503,585.86
Pedestrian/Bicycle Safety								

## Highway Safety Plan Cost Summary - Missouri

### 2014 - HSP - 1

Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PS-2014-02-01-00	Traffic and Hwy Safety Division-Bicycle/	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
Police Traffic Services								
	PT-2014-02-00-00	THSD-Statewide PTS	\$0.00	\$1,495,000.00	\$0.00	\$1,900,000.00	\$1,900,000.00	\$1,900,000.00
	PT-2014-02-01-00	Traffic and Hwy Safety Division-2014 LET	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	PT-2014-02-02-00	Traffic and Hwy Safety Division-402 Trai	\$0.00	\$0.00	\$0.00	\$160,000.00	\$160,000.00	\$0.00
	PT-2014-02-03-00	MO State Highway Patrol-Speed Enforcemen	\$0.00	\$0.00	\$0.00	\$97,440.00	\$97,440.00	\$0.00
	PT-2014-02-04-00	MO State Highway Patrol-Haz Moving Viola	\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	PT-2014-02-05-00	Arnold Police Dept-Hazardous Moving Viol	\$0.00	\$0.00	\$0.00	\$11,875.00	\$11,875.00	\$11,875.00
	PT-2014-02-06-00	Ballwin Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-07-00	Bellefontaine Neighbors Police Dept-Aggr	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-08-00	Belton Police Dept-Hazardous Moving Viol	\$0.00	\$0.00	\$0.00	\$8,400.00	\$8,400.00	\$8,400.00
	PT-2014-02-09-00	Berkeley Police Dept-Hazardous Moving Vi	\$0.00	\$0.00	\$0.00	\$3,734.06	\$3,734.06	\$3,734.06
	PT-2014-02-10-00	Billings Police Dept-Billings HMMV Enforc	\$0.00	\$0.00	\$0.00	\$3,000.30	\$3,000.30	\$3,000.30
	PT-2014-02-11-00	Blue Springs Police Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-12-00	Bolivar Police Dept-Bolivar PD, HMMV Gran	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-13-00	Boone Co Sheriff's Dept-HMV Slowdown	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$21,000.00
	PT-2014-02-14-00	Brentwood Police Dept-Making the Roadway	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2014-02-15-00	Bridgeton Police Dept-Hazardous Moving V	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2014-02-16-00	Buchanan Co Sheriff's Dept-Buchanan Co H	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-17-00	Butler Co Sheriff's Dept-MoDOT HMMV Enfor	\$0.00	\$0.00	\$0.00	\$3,674.94	\$3,674.94	\$3,674.94
	PT-2014-02-18-00	Callaway Co Sheriff's Dept-Callaway Co S	\$0.00	\$0.00	\$0.00	\$11,207.00	\$11,207.00	\$11,207.00
	PT-2014-02-19-00	Camden Co Sheriff's Office-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2014-02-20-00	Camdenton Police Dept-HMV Overtime Enfo	\$0.00	\$0.00	\$0.00	\$1,250.00	\$1,250.00	\$1,250.00
	PT-2014-02-21-00	Cape Girardeau Police Dept-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2014-02-22-00	Cass Co Sheriff's Office-HMV	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	PT-2014-02-23-00	Chesterfield Police Dept-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$8,390.40	\$8,390.40	\$8,390.40
	PT-2014-02-24-00	Chillicothe Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-25-00	Clay County Sheriff's Office-Hazardous M	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2014-02-26-00	Cole Co Sheriff's Dept-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-27-00	Columbia Police Dept-Hazardous Moving En	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-28-00	Creve Coeur Police Dept-Speed Enforcemen	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-29-00	Crystal City Police Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-30-00	Des Peres Dept of Public Safety-Hazardou	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	PT-2014-02-31-00	Eureka Police Dept-Hazardous Moving Viol	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2014-02-32-00	Farmington Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-33-00	Ferguson Police Dept-Hazardous Moving Vi	\$0.00	\$0.00	\$0.00	\$5,005.00	\$5,005.00	\$5,005.00
	PT-2014-02-34-00	Festus Police Dept-HMV Overtime Enforcem	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2014-02-35-00	Florissant Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-36-00	Franklin Co Sheriff's Dept-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$34,000.00	\$34,000.00	\$34,000.00
	PT-2014-02-37-00	Gladstone Dept of Public Safety-Hazardou	\$0.00	\$0.00	\$0.00	\$7,875.00	\$7,875.00	\$7,875.00
	PT-2014-02-38-00	Glendale Police Dept-Hazardous Moving Vi	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-02-39-00	Grain Valley Police Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$2,688.00	\$2,688.00	\$2,688.00

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	PT-2014-02-40-00	Grandview Police Dept-Hazardous Moving V	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-41-00	Greene Co Sheriff's Office-HMV Traffic E	\$0.00	\$0.00	\$0.00	\$92,154.27	\$92,154.27	\$92,154.27
	PT-2014-02-42-00	Greene Co Sheriff's Office-2014 HMV Enfo	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00
	PT-2014-02-43-00	Hazelwood Police Dept-Hazelwood PD Hazar	\$0.00	\$0.00	\$0.00	\$16,400.00	\$16,400.00	\$16,400.00
	PT-2014-02-44-00	Hollister Police Dept-Hazardous Moving V	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2014-02-45-00	Howell Co Sheriff's Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-46-00	Independence Police Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$170,000.00	\$170,000.00	\$170,000.00
	PT-2014-02-47-00	Jackson Co Sheriff's Office-Hazardous Mo	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2014-02-48-00	Jackson Police Dept-Hazardous Moving Vio	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-49-00	Jasper Co Sheriff's Office-HMV	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2014-02-50-00	Jefferson City Police Dept-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2014-02-51-00	Jefferson Co Sheriff's Office-Hazardous	\$0.00	\$0.00	\$0.00	\$167,895.00	\$167,895.00	\$167,895.00
	PT-2014-02-52-00	Joplin Police Dept-HMV Officer Overtime	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-53-00	Kansas City MO Bd of Police Commissioner	\$0.00	\$0.00	\$0.00	\$210,000.00	\$210,000.00	\$210,000.00
	PT-2014-02-54-00	Kansas City MO Bd of Police Comm-Advance	\$0.00	\$0.00	\$0.00	\$13,160.00	\$13,160.00	\$13,160.00
	PT-2014-02-55-00	Kearney Police Dept-Accident Reduction 9	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-56-00	Kennett Police Dept-Speed and HMV Enforc	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2014-02-57-00	Kirkwood Police Dept-Hazardous Moving Vi	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-58-00	Lake Lotawana Police Dept--Hazardous Mov	\$0.00	\$0.00	\$0.00	\$3,406.25	\$3,406.25	\$3,406.25
	PT-2014-02-59-00	Lake St Louis Police Dept-HMV Enforcemen	\$0.00	\$0.00	\$0.00	\$5,067.75	\$5,067.75	\$5,067.75
	PT-2014-02-60-00	Lawrence Do Sheriff's Dept-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$3,160.50	\$3,160.50	\$3,160.50
	PT-2014-02-61-00	Lee's Summit Police Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	PT-2014-02-62-00	Liberty Police Dept-Hazardous Moving Vio	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2014-02-63-00	Livingston Co Sheriff's Dept-Livingston	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-02-64-00	Manchester Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$5,075.00	\$5,075.00	\$5,075.00
	PT-2014-02-65-00	Missouri Southern State University-Law E	\$0.00	\$0.00	\$0.00	\$24,000.00	\$24,000.00	\$24,000.00
	PT-2014-02-66-00	MO State Highway Patrol-Radar/EVOC/Instr	\$0.00	\$0.00	\$0.00	\$86,784.00	\$86,784.00	\$0.00
	PT-2014-02-67-00	MO State Highway Patrol-Skill Developmen	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	PT-2014-02-68-00	Moline Acres Police Dept-Traffic Enforce	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2014-02-69-00	Mountain View Police Dept-HMV	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-02-70-00	Nevada Police Dept-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,295.00	\$7,295.00	\$7,295.00
	PT-2014-02-71-00	Newton Co Sheriff's Dept-Hazardous Movin	\$0.00	\$0.00	\$0.00	\$6,800.00	\$6,800.00	\$6,800.00
	PT-2014-02-72-00	Nixa Police Dept-HMV Grant	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-73-00	North Kansas City Police Dept-Hazardous	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-74-00	Olivette Police Dept-HMV Grant	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	PT-2014-02-75-00	Osage Beach Police Dept-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-76-00	Overland Police Dept-Hazardous & Speedin	\$0.00	\$0.00	\$0.00	\$7,528.05	\$7,528.05	\$7,528.05
	PT-2014-02-77-00	Ozark Police Dept-Hazardous Moving Viola	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-78-00	Peculiar Police Dept-Hazardous Moving Vi	\$0.00	\$0.00	\$0.00	\$3,025.00	\$3,025.00	\$3,025.00
	PT-2014-02-79-00	Pemiscot Co Sheriff's Office-Hazardous M	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-02-80-00	Pevely Police Dept-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2014-02-81-00	Platte Co Sheriff's Office-Hazardous Mov	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2014-02-82-00	Platte Co Sheriff's Office-Traffic Safet	\$0.00	\$0.00	\$0.00	\$20,434.50	\$20,434.50	\$20,434.50

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2014-02-83-00	Potosi Police-Hazardous Moving Violation	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-84-00	Raymore Police-Hazardous Moving Violatio	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-02-85-00	Raytown Police-Hazardous Moving Violatio	\$ .00	\$ .00	\$ .00	\$10,750.00	\$10,750.00	\$10,750.00
	PT-2014-02-86-00	Republic Police-Traffic Safety	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2014-02-87-00	Richmond Heights Police-HMV Enforcement	\$ .00	\$ .00	\$ .00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2014-02-88-00	Riverside Public Safety-Hazardous Moving	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-89-00	Rolla Police-Hazardous Moving Violation	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-90-00	Scott Co Sheriff-Hazardous Moving Enforc	\$ .00	\$ .00	\$ .00	\$2,800.00	\$2,800.00	\$2,800.00
	PT-2014-02-91-00	Sedalia Police-Hazardous Moving Violatio	\$ .00	\$ .00	\$ .00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2014-02-92-00	Seymour Police-Traffic Safety Grant 2014	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-02-93-00	Shrewsbury Police-HMV and Speeders	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-94-00	Smithville Police-Hazardous Moving Viola	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-95-00	SpringfieldPolice-Hazardous Moving Viola	\$ .00	\$ .00	\$ .00	\$75,128.00	\$75,128.00	\$75,128.00
	PT-2014-02-96-00	St Charles City Police-Hazardous Moving	\$ .00	\$ .00	\$ .00	\$23,000.00	\$23,000.00	\$23,000.00
	PT-2014-02-97-00	St Charles Co Sheriff-Hazardous Moving V	\$ .00	\$ .00	\$ .00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2014-02-98-00	St Clair Police-Speed / HMV Enforcement	\$ .00	\$ .00	\$ .00	\$5,126.40	\$5,126.40	\$5,126.40
	PT-2014-02-99-00	St John Police-Hazardous Moving Violatio	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-A0-00	St Joseph Police-Hazardous Moving Violat	\$ .00	\$ .00	\$ .00	\$6,193.44	\$6,193.44	\$6,193.44
	PT-2014-02-A1-00	St Louis Co Police-Highway Safety Unit	\$ .00	\$ .00	\$ .00	\$281,651.00	\$281,651.00	\$281,651.00
	PT-2014-02-A2-00	St Louis Metro Police-Haz Violations / S	\$ .00	\$ .00	\$ .00	\$180,014.00	\$180,014.00	\$180,014.00
	PT-2014-02-A3-00	St Peters Police-HMV 2013-2014	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2014-02-A4-00	St Robert Police-Hazardous Moving Violat	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-02-A5-00	Stone Co Sheriff-Speed Demons	\$ .00	\$ .00	\$ .00	\$5,200.00	\$5,200.00	\$5,200.00
	PT-2014-02-A6-00	Town & Country Police-HMV Enforcement	\$ .00	\$ .00	\$ .00	\$16,000.00	\$16,000.00	\$16,000.00
	PT-2014-02-A7-00	THSD-Engineering Coordination	\$ .00	\$ .00	\$ .00	\$1,650.00	\$1,650.00	\$ .00
	PT-2014-02-A8-00	THSD-Mature Driver Program	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$ .00
	PT-2014-02-A9-00	THSD-Tween Safety Program	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	PT-2014-02-B0-00	THSD-Public Information & Education Gene	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	PT-2014-02-B1-00	THSD-PI Creative Services	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	PT-2014-02-B2-00	THSD-Statewide HMV	\$ .00	\$ .00	\$ .00	\$36,000.00	\$36,000.00	\$36,000.00
	PT-2014-02-B3-00	THSD-PTS Program Coordination	\$ .00	\$ .00	\$ .00	\$250,000.00	\$250,000.00	\$ .00
	PT-2014-02-B4-00	Troy Police-Hazardous Moving Violation	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-B5-00	Union Police-Hazardous Moving Violation	\$ .00	\$ .00	\$ .00	\$7,497.00	\$7,497.00	\$7,497.00
	PT-2014-02-B6-00	University City Police-Hazardous Moving	\$ .00	\$ .00	\$ .00	\$2,520.00	\$2,520.00	\$2,520.00
	PT-2014-02-B7-00	Washington Co Sheriff-HMV	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-B8-00	Washington Police-Hazardous Moving Viola	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-02-B9-00	Wayne Co Sheriff-Hazardous Moving Vehicl	\$ .00	\$ .00	\$ .00	\$6,545.00	\$6,545.00	\$6,545.00
	PT-2014-02-C0-00	Webb City Police-Hazardous Moving Violat	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2014-02-C1-00	Webster Co Sheriff-HMV Overtime 2014	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-02-C2-00	Webster Groves Police-HMV FY2014	\$ .00	\$ .00	\$ .00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2014-02-C3-00	Wentzville Police-Hazardous Moving Viola	\$ .00	\$ .00	\$ .00	\$7,106.69	\$7,106.69	\$7,106.69
	PT-2014-02-C4-00	West Plains Police-HMV 2014	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-02-C5-00	Willow Springs Police-Hazardous Moving V	\$ .00	\$ .00	\$ .00	\$3,300.00	\$3,300.00	\$3,300.00

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Police Traffic Services Total		\$0.00	\$1,495,000.00	\$0.00	\$4,859,376.55	\$4,859,376.55	\$4,004,502.55
Traffic Records								
	TR-2014-06-01-00	MSHP-SAC Support	\$0.00	\$0.00	\$0.00	\$5,174.92	\$5,174.92	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$5,174.92	\$5,174.92	\$0.00
Accident Investigation								
	AI-2014-04-01-00	Missouri Safety Center-Crash Investigati	\$0.00	\$0.00	\$0.00	\$62,999.98	\$62,999.98	\$0.00
	AI-2014-04-02-00	MO State Highway Patrol-Accident Investi	\$0.00	\$0.00	\$0.00	\$84,719.90	\$84,719.90	\$0.00
	Accident Investigation Total		\$0.00	\$0.00	\$0.00	\$147,719.88	\$147,719.88	\$0.00
Community Traffic Safety Project								
	CP-2014-09-01-00	Cape Girardeau Safe Communities-Team Spi	\$0.00	\$0.00	\$0.00	\$180,256.29	\$180,256.29	\$180,256.29
	CP-2014-09-02-00	Missouri's Youth Adult Alliance-Missouri	\$0.00	\$0.00	\$0.00	\$27,874.00	\$27,874.00	\$27,874.00
	CP-2014-09-03-00	Traffic and Hwy Safety Div-Young Driver	\$0.00	\$0.00	\$0.00	\$38,400.00	\$38,400.00	\$0.00
	CP-2014-09-04-00	University of MO Curators-ThinkFirst Mis	\$0.00	\$0.00	\$0.00	\$358,945.00	\$358,945.00	\$0.00
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$605,475.29	\$605,475.29	\$208,130.29
Driver Education								
	DE-2014-02-01-00	Missouri Police Chiefs Assoc-Law Enf Dri	\$0.00	\$0.00	\$0.00	\$31,630.00	\$31,630.00	\$31,630.00
	DE-2014-02-02-00	Missouri Safety Center-Driver Improvemen	\$0.00	\$0.00	\$0.00	\$35,624.96	\$35,624.96	\$0.00
	DE-2014-02-03-00	Missouri Sheriff's Assoc-Emergency Veh D	\$0.00	\$0.00	\$0.00	\$12,099.00	\$12,099.00	\$12,099.00
	DE-2014-02-04-00	University of MO Curators-Mobile Age: Ho	\$0.00	\$0.00	\$0.00	\$66,195.00	\$66,195.00	\$0.00
	Driver Education Total		\$0.00	\$0.00	\$0.00	\$145,548.96	\$145,548.96	\$43,729.00
Driver Licensing								
	DL-2014-02-01-00	Curators of University of MO St Louis-Ph	\$0.00	\$0.00	\$0.00	\$91,310.56	\$91,310.56	\$0.00
	DL-2014-02-02-00	Washington University-Expanding Medical	\$0.00	\$0.00	\$0.00	\$83,809.78	\$83,809.78	\$0.00
	Driver Licensing Total		\$0.00	\$0.00	\$0.00	\$175,120.34	\$175,120.34	\$0.00
Railroad/Highway Crossings								
	RH-2014-02-01-00	MO Operation Lifesaver-MO Operation Life	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	Railroad/Highway Crossings Total		\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
Roadway Safety								
	RS-2014-11-01-00	THSD-MoDOT Traffic Safety Conference	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	RS-2014-11-02-00	THSD-TEAP	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00
	Roadway Safety Total		\$0.00	\$0.00	\$0.00	\$96,000.00	\$96,000.00	\$60,000.00
Safe Communities								
	SA-2014-09-01-00	Cape Girardeau Safe Comm-Cape G Safe Con	\$0.00	\$0.00	\$0.00	\$79,514.40	\$79,514.40	\$79,514.40
	SA-2014-09-02-00	Ozark Technical Comm Coll-Safe Communiti	\$0.00	\$0.00	\$0.00	\$39,785.00	\$39,785.00	\$39,785.00
	SA-2014-09-03-00	St Joseph Safety & Health Council-Traffi	\$0.00	\$0.00	\$0.00	\$59,987.80	\$59,987.80	\$59,987.80
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$179,287.20	\$179,287.20	\$179,287.20
Speed Enforcement								
	SE-2014-02-01-00	Harrisonville Police-Speeding	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	SE-2014-02-02-00	Maryland Heights Police-I 270 Speed Enfo	\$0.00	\$0.00	\$0.00	\$17,288.64	\$17,288.64	\$17,288.64
	SE-2014-02-03-00	O'Fallon Police-Speeding/Red Light Enfor	\$0.00	\$0.00	\$0.00	\$21,838.08	\$21,838.08	\$21,838.08
	SE-2014-02-04-00	Phelps Co Sheriff-Speed Enforcement Proj	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	Speed Enforcement Total		\$0.00	\$0.00	\$0.00	\$45,626.72	\$45,626.72	\$45,626.72
Child Restraint								

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Paid Advertising	CR-2014-05-01-00	Traffic and Hwy Safety Div-CPS Program A	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$0.00
	CR-2014-05-02-00	Traffic and Hwy Safety Division-Child Pa	\$0.00	\$0.00	\$0.00	\$66,000.00	\$66,000.00	\$0.00
	Child Restraint Total		\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
Paid Advertising	PM-2014-02-01-00	Traffic and Hwy Safety Division-Work Zon	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PM-2014-02-02-00	Traffic and Hwy Safety Division-Youth Se	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PM-2014-02-03-00	Traffic and Hwy Safety Division-Click It	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$375,000.00	\$375,000.00	\$0.00
Youth Alcohol								
	YA-2014-03-01-00	THSD-Youth Alcohol Program Coordination	\$0.00	\$0.00	\$0.00	\$81,400.00	\$81,400.00	\$0.00
	Youth Alcohol Total		\$0.00	\$0.00	\$0.00	\$81,400.00	\$81,400.00	\$0.00
NHTSA 402 Total			\$0.00	\$1,620,000.00	\$0.00	\$7,879,348.76	\$7,879,348.76	\$5,059,861.62
408 Data Program SAFETEA-LU								
	K9-2014-04-00-00	THSD-Statewide Data Program	\$0.00	\$148,000.00	\$0.00	\$425,000.00	\$425,000.00	\$50,000.00
	K9-2014-04-02-00	MO State Highway Patrol-Statewide Traffi	\$0.00	\$0.00	\$0.00	\$119,325.00	\$119,325.00	\$0.00
	K9-2014-04-03-00	MO State Highway Patrol-STARs and FARS S	\$0.00	\$0.00	\$0.00	\$43,525.91	\$43,525.91	\$0.00
	K9-2014-04-04-00	Office of State Courts Admin-JIS Convers	\$0.00	\$0.00	\$0.00	\$329,649.71	\$329,649.71	\$0.00
	K9-2014-04-05-00	Lee's Summit Police Dept-Electronic Tick	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	K9-2014-04-06-00	Traffic and Hwy Safety Division-Traffic	\$0.00	\$0.00	\$0.00	\$15,500.00	\$15,500.00	\$0.00
	K9-2014-04-07-00	Traffic and Hwy Safety Division-EMS Run	\$0.00	\$0.00	\$0.00	\$33,210.00	\$33,210.00	\$0.00
	K9-2014-04-08-00	St Louis Co Police Dept-Electronic Ticke	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	408 Data Program Incentive Total		\$0.00	\$148,000.00	\$0.00	\$1,016,210.62	\$1,016,210.62	\$100,000.00
	408 Data Program SAFETEA-LU Total		\$0.00	\$148,000.00	\$0.00	\$1,016,210.62	\$1,016,210.62	\$100,000.00
410 Alcohol SAFETEA-LU								
	K8-2014-03-00-00	THSD-Statewide Alcohol Program	\$0.00	\$7,725,000.00	\$0.00	\$1,800,000.00	\$1,800,000.00	\$1,800,000.00
	K8-2014-03-01-00	THSD-Travel and Sponsorship	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	K8-2014-03-02-00	MSHP-Lake Ozark DWI Prevention	\$0.00	\$0.00	\$0.00	\$31,104.00	\$31,104.00	\$0.00
	K8-2014-03-03-00	Ballwin Police Dept-DWI	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	K8-2014-03-04-00	Barton Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-03-05-00	Benton Co Sheriff-DWI Enforcement Campai	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-06-00	Berkeley Police Dept-DWI Saturation Patr	\$0.00	\$0.00	\$0.00	\$1,988.55	\$1,988.55	\$1,988.55
	K8-2014-03-07-00	Billings Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,400.00	\$2,400.00	\$2,400.00
	K8-2014-03-08-00	Bloomfield Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$960.00	\$960.00	\$960.00
	K8-2014-03-09-00	Breckenridge Hills Police-Saturation Pat	\$0.00	\$0.00	\$0.00	\$2,880.00	\$2,880.00	\$2,880.00
	K8-2014-03-10-00	Cartersville Police-Operation Zero Tolera	\$0.00	\$0.00	\$0.00	\$5,840.40	\$5,840.40	\$5,840.40
	K8-2014-03-11-00	Carthage Police Dept-Wolf Pack / Checkpo	\$0.00	\$0.00	\$0.00	\$3,125.00	\$3,125.00	\$3,125.00
	K8-2014-03-12-00	Charleston Public Safety-State & Comm Hw	\$0.00	\$0.00	\$0.00	\$4,061.56	\$4,061.56	\$4,061.56
	K8-2014-03-13-00	Chesterfield Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,292.80	\$6,292.80	\$6,292.80
	K8-2014-03-14-00	Chesterfield Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$14,610.00	\$14,610.00	\$14,610.00
	K8-2014-03-15-00	Christian Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$13,065.00	\$13,065.00	\$13,065.00
	K8-2014-03-16-00	Clark Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,208.00	\$6,208.00	\$6,208.00
	K8-2014-03-17-00	Cottleville Police-St Charles Co DWI Tas	\$0.00	\$0.00	\$0.00	\$5,359.08	\$5,359.08	\$5,359.08
	K8-2014-03-18-00	Creve Coeur Police-You Drink You Drive Y	\$0.00	\$0.00	\$0.00	\$3,250.00	\$3,250.00	\$3,250.00

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	K8-2014-03-19-00	Creve Coeur Police-DWI Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$15,800.00	\$15,800.00	\$15,800.00
	K8-2014-03-20-00	Creve Coeur Police-DWI Officer	\$0.00	\$0.00	\$0.00	\$50,890.00	\$50,890.00	\$50,890.00
	K8-2014-03-21-00	Crocker Police-DWI Saturation / Ckpoints	\$0.00	\$0.00	\$0.00	\$2,980.80	\$2,980.80	\$2,980.80
	K8-2014-03-22-00	Cuba Police-Checkpoints	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-23-00	Des Peres Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	K8-2014-03-24-00	Dexter Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$4,375.00	\$4,375.00	\$4,375.00
	K8-2014-03-25-00	Eureka Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$10,142.00	\$10,142.00	\$10,142.00
	K8-2014-03-26-00	Eureka Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$9,957.60	\$9,957.60	\$9,957.60
	K8-2014-03-27-00	Festus Police-DWI Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	K8-2014-03-28-00	Festus Police-Youth Alcohol Overtime Enf	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	K8-2014-03-29-00	Franklin Co Sheriff-Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$39,650.00	\$39,650.00	\$39,650.00
	K8-2014-03-30-00	Franklin Co Sheriff-DWI Unit	\$0.00	\$0.00	\$0.00	\$95,460.00	\$95,460.00	\$95,460.00
	K8-2014-03-31-00	Greene Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00
	K8-2014-03-32-00	Hazelwood Police-BAT Van Operator	\$0.00	\$0.00	\$0.00	\$5,020.00	\$5,020.00	\$5,020.00
	K8-2014-03-33-00	Hazelwood Police-DWI Enforcement Program	\$0.00	\$0.00	\$0.00	\$22,545.00	\$22,545.00	\$22,545.00
	K8-2014-03-34-00	Jefferson City Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	K8-2014-03-35-00	Jefferson Co Sheriff-DWI Enforce Overtim	\$0.00	\$0.00	\$0.00	\$215,760.00	\$215,760.00	\$215,760.00
	K8-2014-03-36-00	Jefferson Co Sheriff-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$178,200.00	\$178,200.00	\$178,200.00
	K8-2014-03-37-00	Jefferson Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$69,615.00	\$69,615.00	\$69,615.00
	K8-2014-03-38-00	Jefferson Co Sheriff-DWI Enforcement Uni	\$0.00	\$0.00	\$0.00	\$190,139.15	\$190,139.15	\$190,139.15
	K8-2014-03-39-00	Kansas City Bd of Police Comm-Sobriety C	\$0.00	\$0.00	\$0.00	\$147,000.00	\$147,000.00	\$147,000.00
	K8-2014-03-40-00	Kansas City Bd of Police Comm-Youth Alco	\$0.00	\$0.00	\$0.00	\$33,000.00	\$33,000.00	\$33,000.00
	K8-2014-03-41-00	Kansas City Bd of Police Comm-DWI Enforc	\$0.00	\$0.00	\$0.00	\$108,066.00	\$108,066.00	\$108,066.00
	K8-2014-03-42-00	Kearney Police-DWI Enforcement Patrol	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	K8-2014-03-43-00	Lake St Louis Police-DWI Saturation Patr	\$0.00	\$0.00	\$0.00	\$5,067.75	\$5,067.75	\$5,067.75
	K8-2014-03-44-00	Lake St Louis Police-DWI Checkpoint	\$0.00	\$0.00	\$0.00	\$5,067.75	\$5,067.75	\$5,067.75
	K8-2014-03-45-00	Lee's Summit Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$37,500.00	\$37,500.00	\$37,500.00
	K8-2014-03-46-00	Livingston Co Sheriff-DWI Project	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	K8-2014-03-47-00	Manchester Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	K8-2014-03-48-00	Maries Co Sheriff-Stop A Drunk	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	K8-2014-03-49-00	Marshall Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$6,666.25	\$6,666.25	\$6,666.25
	K8-2014-03-50-00	MO Police Chiefs Assoc-DITEP	\$0.00	\$0.00	\$0.00	\$35,392.05	\$35,392.05	\$35,392.05
	K8-2014-03-51-00	MO Southern St Univ-Alcohol Training for	\$0.00	\$0.00	\$0.00	\$48,000.00	\$48,000.00	\$0.00
	K8-2014-03-52-00	MO Offc Prosecution Serv-Traffic Safety	\$0.00	\$0.00	\$0.00	\$201,579.96	\$201,579.96	\$0.00
	K8-2014-03-53-00	MSHP-DRE/BAC/SFST/ARIDE/DRE Conf	\$0.00	\$0.00	\$0.00	\$102,219.60	\$102,219.60	\$0.00
	K8-2014-03-54-00	Moberly Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$3,750.00	\$3,750.00	\$3,750.00
	K8-2014-03-56-00	Nixa Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	K8-2014-03-57-00	Noel Police-DWI Saturation Patrol	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	K8-2014-03-58-00	O'Fallon Police-DWI Saturation Enf (Wolf	\$0.00	\$0.00	\$0.00	\$19,058.69	\$19,058.69	\$19,058.69
	K8-2014-03-59-00	O'Fallon Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,882.24	\$15,882.24	\$15,882.24
	K8-2014-03-60-00	O'Fallon Police-Youth Alcohol Before Th	\$0.00	\$0.00	\$0.00	\$6,497.28	\$6,497.28	\$6,497.28
	K8-2014-03-61-00	Olivette Police-DWI Ckpoint & City Wide	\$0.00	\$0.00	\$0.00	\$9,996.00	\$9,996.00	\$9,996.00
	K8-2014-03-62-00	Overland Police-Checkpoint, Saturation &	\$0.00	\$0.00	\$0.00	\$22,925.00	\$22,925.00	\$22,925.00

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	K8-2014-03-63-00	Parma Police Dept-Southeast Missouri DWI	\$0.00	\$0.00	\$0.00	\$1,100.00	\$1,100.00	\$1,100.00
	K8-2014-03-64-00	Peculiar Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,175.00	\$2,175.00	\$2,175.00
	K8-2014-03-65-00	Pevely Police-DWI Wolfpack	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	K8-2014-03-66-00	Pike Co Sheriff's Office-Pike Co Crackdo	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-67-00	Platte Co Sheriff's Office-DWI Checkpoint	\$0.00	\$0.00	\$0.00	\$4,290.00	\$4,290.00	\$4,290.00
	K8-2014-03-68-00	Pleasant Hill Police Dept-DWI GRANTS	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-69-00	Potosi Police Dept-DWI Enforcement/DWI C	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	K8-2014-03-70-00	Riverside Dept of Public Safety-DWI Enfo	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-71-00	Scott City Police Dept-Southeast Missour	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	K8-2014-03-72-00	Sedalia Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,287.00	\$8,287.00	\$8,287.00
	K8-2014-03-73-00	Seneca Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,850.00	\$3,850.00	\$3,850.00
	K8-2014-03-74-00	Sikeston Dept of Public Safety-South Eas	\$0.00	\$0.00	\$0.00	\$4,200.00	\$4,200.00	\$4,200.00
	K8-2014-03-75-00	Smithville Police Dept-DWI Wolfpack	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	K8-2014-03-76-00	Smithville Police Dept-Joint Clay Platte	\$0.00	\$0.00	\$0.00	\$4,147.20	\$4,147.20	\$4,147.20
	K8-2014-03-77-00	Springfield Police Dept-Youth Alcohol En	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	K8-2014-03-78-00	St Ann Police Dept-St Ann Police DWI Enf	\$0.00	\$0.00	\$0.00	\$5,354.60	\$5,354.60	\$5,354.60
	K8-2014-03-79-00	St Charles City Police Dept-Youth Enforc	\$0.00	\$0.00	\$0.00	\$5,520.00	\$5,520.00	\$5,520.00
	K8-2014-03-80-00	St Charles Co Sheriff's Dept-DWI Enforce	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	K8-2014-03-81-00	St Charles Co Sheriff's Dept-DWI Check P	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	K8-2014-03-82-00	St Charles Co Sheriff's Dept-Youth Alcoh	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	K8-2014-03-83-00	St Clair Police Dept-R.I.D.	\$0.00	\$0.00	\$0.00	\$5,126.40	\$5,126.40	\$5,126.40
	K8-2014-03-84-00	St John Police Dept-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,675.00	\$15,675.00	\$15,675.00
	K8-2014-03-85-00	St John Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	K8-2014-03-86-00	St Joseph Police Dept-Northwest MO DWI T	\$0.00	\$0.00	\$0.00	\$22,848.00	\$22,848.00	\$22,848.00
	K8-2014-03-87-00	St Joseph Police Dept-Midland Empire Alc	\$0.00	\$0.00	\$0.00	\$25,992.00	\$25,992.00	\$25,992.00
	K8-2014-03-88-00	St Louis Co Police Dept-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$110,000.00	\$110,000.00	\$110,000.00
	K8-2014-03-89-00	Traffic and Hwy Safety Division-Alcohol	\$0.00	\$0.00	\$0.00	\$159,500.00	\$159,500.00	\$0.00
	K8-2014-03-90-00	Troy Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	K8-2014-03-91-00	Troy Police Dept-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$6,750.00	\$6,750.00	\$6,750.00
	K8-2014-03-92-00	Union Police Dept-DWI Enforcement/Satura	\$0.00	\$0.00	\$0.00	\$13,326.50	\$13,326.50	\$13,326.50
	K8-2014-03-93-00	University City Police Dept-DWI Enforcem	\$0.00	\$0.00	\$0.00	\$2,520.00	\$2,520.00	\$2,520.00
	K8-2014-03-94-00	Verona Police Dept-DWI Task Force Sobrie	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-03-95-00	Washington Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,350.00	\$6,350.00	\$6,350.00
	K8-2014-03-96-00	Washington Police Dept-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	K8-2014-03-97-00	Webster Co Sheriff's Office-Youth Alcoh	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-03-98-00	Wentzville Police Dept-Under Age Drinkin	\$0.00	\$0.00	\$0.00	\$5,922.24	\$5,922.24	\$5,922.24
	K8-2014-03-99-00	Wentzville Police Dept-DWI Sobriety Chec	\$0.00	\$0.00	\$0.00	\$6,218.35	\$6,218.35	\$6,218.35
	K8-2014-03-A0-00	Wentzville Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,883.36	\$8,883.36	\$8,883.36
	K8-2014-03-A1-00	Raymore Police Dept-Sobriety Ckpoint/DWI	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	K8-2014-03-A2-00	Liberty Police Dept-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,868.00	\$5,868.00	\$5,868.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$7,725,000.00	\$0.00	\$4,373,821.16	\$4,373,821.16	\$3,821,417.60
	410 Alcohol SAFETEA-LU Total		\$0.00	\$7,725,000.00	\$0.00	\$4,373,821.16	\$4,373,821.16	\$3,821,417.60
	2010 Motorcycle Safety							



## Highway Safety Plan Cost Summary - Missouri

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K6-2014-12-00-00	THSD-Statewide Motorcycle Safety Program	\$ .00	\$ .00	\$ .00	\$160,000.00	\$160,000.00	\$ .00
	K6-2014-12-01-00	THSD-Motorcycle Safety Awareness	\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	2010 Motorcycle Safety Incentive Total		\$ .00	\$ .00	\$ .00	\$210,000.00	\$210,000.00	\$ .00
	2010 Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$210,000.00	\$210,000.00	\$ .00
2011 Child Seats								
	K3-2014-05-00-00	THSD-Statewide CPS	\$ .00	\$264,500.00	\$ .00	\$240,000.00	\$240,000.00	\$ .00
	K3-2014-05-01-00	MO Safety Center-Enforcement CPS Week	\$ .00	\$ .00	\$ .00	\$90,461.89	\$90,461.89	\$ .00
	K3-2014-05-02-00	THSD-CPS 2011(d)	\$ .00	\$ .00	\$ .00	\$74,000.00	\$74,000.00	\$ .00
	2011 Child Seat Incentive Total		\$ .00	\$264,500.00	\$ .00	\$404,461.89	\$404,461.89	\$ .00
2011 Paid Media								
	K3PM-2014-05-01-00	THSD-Child Passenger Safety Paid Media	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	2011 Paid Media Total		\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	2011 Child Seats Total		\$ .00	\$264,500.00	\$ .00	\$504,461.89	\$504,461.89	\$ .00
154 Transfer Funds								
	154AL-2014-AL-00-00	THSD-Statewide 154AL Program	\$ .00	\$ .00	\$ .00	\$4,000,000.00	\$4,000,000.00	\$4,000,000.00
	154AL-2014-AL-01-00	MSHP-DWI Tracking System (DWITS)	\$ .00	\$ .00	\$ .00	\$8,675.00	\$8,675.00	\$ .00
	154AL-2014-AL-02-00	MSHP-DWI Saturations	\$ .00	\$ .00	\$ .00	\$175,000.00	\$175,000.00	\$ .00
	154AL-2014-AL-03-00	MSHP-Sobriety Checkpoint	\$ .00	\$ .00	\$ .00	\$239,037.50	\$239,037.50	\$ .00
	154AL-2014-AL-04-00	Arnold Police Dept-Sobriety Ckpt/Saturat	\$ .00	\$ .00	\$ .00	\$31,473.00	\$31,473.00	\$31,473.00
	154AL-2014-AL-05-00	Barry Co Sheriff-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$2,400.00	\$2,400.00	\$2,400.00
	154AL-2014-AL-06-00	Belton Police Dept-Sobriety Checkpoint	\$ .00	\$ .00	\$ .00	\$10,800.00	\$10,800.00	\$10,800.00
	154AL-2014-AL-07-00	Belton Police Dept-DWI Wolfpack	\$ .00	\$ .00	\$ .00	\$4,032.00	\$4,032.00	\$4,032.00
	154AL-2014-AL-08-00	Blue Springs Police-DWI Sobriety Ckpoint	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	154AL-2014-AL-09-00	Blue Springs Police-Wolf Pack DWI Enforc	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2014-AL-10-00	Bolivar Police Dept-DWI Grant	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2014-AL-11-00	Boone Co Sheriff-Youth Alcohol Enforceme	\$ .00	\$ .00	\$ .00	\$2,736.00	\$2,736.00	\$2,736.00
	154AL-2014-AL-12-00	Boone Co Sheriff-Sobriety Ckpoint/Satura	\$ .00	\$ .00	\$ .00	\$25,160.00	\$25,160.00	\$25,160.00
	154AL-2014-AL-13-00	Boone Co Sheriff-Full Time DWI / Traffic	\$ .00	\$ .00	\$ .00	\$60,000.00	\$60,000.00	\$60,000.00
	154AL-2014-AL-14-00	Branson Police Dept-Youth Alcohol Enforc	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2014-AL-15-00	Branson Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$4,000.00
	154AL-2014-AL-16-00	Butler Co Sheriff-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$6,001.42	\$6,001.42	\$6,001.42
	154AL-2014-AL-17-00	Camden Co Sheriff-DWI Reduction	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2014-AL-18-00	Cape Girardeau Co Sheriff-OT DWI Enforce	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	154AL-2014-AL-19-00	Cape Girardeau Police-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$9,800.00	\$9,800.00	\$9,800.00
	154AL-2014-AL-20-00	Cape Girardeau Police-Sobriety Checkpoint	\$ .00	\$ .00	\$ .00	\$4,200.00	\$4,200.00	\$4,200.00
	154AL-2014-AL-21-00	Cape Girardeau Police-Youth Alcohol Enfo	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2014-AL-22-00	Caruthersville Police-Southeast DWI Task	\$ .00	\$ .00	\$ .00	\$4,800.00	\$4,800.00	\$4,800.00
	154AL-2014-AL-23-00	Cass Co Sheriff-DWI / Checkpoint	\$ .00	\$ .00	\$ .00	\$14,453.00	\$14,453.00	\$14,453.00
	154AL-2014-AL-24-00	Clay Co Sheriff-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	154AL-2014-AL-25-00	Clay Co Sheriff-Sobriety Ckpoint/Task Fo	\$ .00	\$ .00	\$ .00	\$4,800.00	\$4,800.00	\$4,800.00
	154AL-2014-AL-26-00	Clay Co Sheriff's-Youth Alcohol Enforcem	\$ .00	\$ .00	\$ .00	\$3,500.00	\$3,500.00	\$3,500.00
	154AL-2014-AL-27-00	Cleveland Police Dept-Co Wide Sobriety C	\$ .00	\$ .00	\$ .00	\$1,998.00	\$1,998.00	\$1,998.00
	154AL-2014-AL-28-00	Cole Co Sheriff's-DWI Enf/Sobriety Check	\$ .00	\$ .00	\$ .00	\$24,344.99	\$24,344.99	\$24,344.99

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154AL-2014-AL-29-00	Columbia Police Dept-DWI Full Time Unit	\$ .00	\$ .00	\$ .00	\$73,468.80	\$73,468.80	\$73,468.80
	154AL-2014-AL-30-00	Columbia Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	154AL-2014-AL-31-00	Crawford County Sheriff's-Traffic Safety	\$ .00	\$ .00	\$ .00	\$7,425.00	\$7,425.00	\$7,425.00
	154AL-2014-AL-32-00	Dallas Co Sheriff's-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$4,975.00	\$4,975.00	\$4,975.00
	154AL-2014-AL-33-00	Excelsior Springs Police Dept-Clay/Platt	\$ .00	\$ .00	\$ .00	\$2,400.00	\$2,400.00	\$2,400.00
	154AL-2014-AL-34-00	Florissant Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2014-AL-35-00	Florissant Police Dept-Youth Alcohol	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2014-AL-36-00	Gladstone Dept of Public Safety-DWI Enfo	\$ .00	\$ .00	\$ .00	\$12,200.00	\$12,200.00	\$12,200.00
	154AL-2014-AL-37-00	Grain Valley Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$2,800.00	\$2,800.00	\$2,800.00
	154AL-2014-AL-38-00	Grandview Police Dept-DUI Enforcement	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	154AL-2014-AL-39-00	Grandview Police Dept-Checkpoint	\$ .00	\$ .00	\$ .00	\$11,550.00	\$11,550.00	\$11,550.00
	154AL-2014-AL-40-00	Greene Co Sheriff's Office-Youth Alcohol	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$40,000.00
	154AL-2014-AL-41-00	Greene County Sheriff's Office-DWI Enfor	\$ .00	\$ .00	\$ .00	\$41,802.27	\$41,802.27	\$41,802.27
	154AL-2014-AL-42-00	Harrisonville Police Dept-DWI/Sobriety C	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2014-AL-43-00	Hollister Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$2,775.00	\$2,775.00	\$2,775.00
	154AL-2014-AL-44-00	Howell Co Sheriff's Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2014-AL-45-00	Independence Police Dept-Sobriety Ckpoin	\$ .00	\$ .00	\$ .00	\$200,000.00	\$200,000.00	\$200,000.00
	154AL-2014-AL-46-00	Jackson Co Sheriff's Office-Youth Alcoho	\$ .00	\$ .00	\$ .00	\$3,750.00	\$3,750.00	\$3,750.00
	154AL-2014-AL-47-00	Jackson Co Sheriff's Office-DWI Sob Ckpo	\$ .00	\$ .00	\$ .00	\$35,780.00	\$35,780.00	\$35,780.00
	154AL-2014-AL-48-00	Jackson County Sheriff's Office-DWI Enf	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	154AL-2014-AL-49-00	Jackson County Sheriff's Office-DWI Unit	\$ .00	\$ .00	\$ .00	\$182,176.07	\$182,176.07	\$182,176.07
	154AL-2014-AL-50-00	Jackson Co Sheriff's Office-DWI Unit Equ	\$ .00	\$ .00	\$ .00	\$70,000.00	\$70,000.00	\$70,000.00
	154AL-2014-AL-51-00	Jackson Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$4,750.00	\$4,750.00	\$4,750.00
	154AL-2014-AL-52-00	Jasper Co Sheriff's Office-DWI Wolf Pack	\$ .00	\$ .00	\$ .00	\$23,000.00	\$23,000.00	\$23,000.00
	154AL-2014-AL-53-00	Joplin Police Dept-DWI Enforcement and Y	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	154AL-2014-AL-54-00	Joplin Police Dept-Full Time DWI Unit	\$ .00	\$ .00	\$ .00	\$62,664.78	\$62,664.78	\$62,664.78
	154AL-2014-AL-55-00	Kennett Police Dept-Kennett PD DWI Enfor	\$ .00	\$ .00	\$ .00	\$10,500.00	\$10,500.00	\$10,500.00
	154AL-2014-AL-56-00	Kennett Police-Sobriety Checkpoint	\$ .00	\$ .00	\$ .00	\$7,124.40	\$7,124.40	\$7,124.40
	154AL-2014-AL-57-00	Lamar Police Dept-Working Together to ge	\$ .00	\$ .00	\$ .00	\$1,500.00	\$1,500.00	\$1,500.00
	154AL-2014-AL-58-00	Lawrence Co Sheriff's Dept-DWI Enforceme	\$ .00	\$ .00	\$ .00	\$8,428.00	\$8,428.00	\$8,428.00
	154AL-2014-AL-59-00	Lebanon Police Dept-DWI Sobriety Checkpo	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2014-AL-60-00	Maryland Heights Police Dept-DWI Saturat	\$ .00	\$ .00	\$ .00	\$7,817.64	\$7,817.64	\$7,817.64
	154AL-2014-AL-61-00	Mercy Hospital-Missouri Safe and Sober	\$ .00	\$ .00	\$ .00	\$188,000.00	\$188,000.00	\$188,000.00
	154AL-2014-AL-62-00	Missouri Safety Center-Enforcement State	\$ .00	\$ .00	\$ .00	\$366,061.89	\$366,061.89	\$366,061.89
	154AL-2014-AL-63-00	Missouri Safety Center-Impaired Driving	\$ .00	\$ .00	\$ .00	\$573,859.48	\$573,859.48	\$ .00
	154AL-2014-AL-64-00	MO Dept of Revenue-DOR and Law Enforcen	\$ .00	\$ .00	\$ .00	\$23,525.00	\$23,525.00	\$ .00
	154AL-2014-AL-65-00	MO Dept of Revenue-Attorney and Legal As	\$ .00	\$ .00	\$ .00	\$123,086.80	\$123,086.80	\$ .00
	154AL-2014-AL-66-00	MO Div of Alcohol & Tobacco Control-Alco	\$ .00	\$ .00	\$ .00	\$40,370.00	\$40,370.00	\$ .00
	154AL-2014-AL-67-00	Monett Police Dept-Sobriety Checkpoints	\$ .00	\$ .00	\$ .00	\$4,545.00	\$4,545.00	\$4,545.00
	154AL-2014-AL-68-00	Mothers Against Drunk Driving-MADD Court	\$ .00	\$ .00	\$ .00	\$112,568.00	\$112,568.00	\$112,568.00
	154AL-2014-AL-69-00	Mountain View Police Dept-Checkpoints	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2014-AL-70-00	Neosho Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2014-AL-71-00	Nevada Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$3,975.00	\$3,975.00	\$3,975.00

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154AL-2014-AL-72-00	Newton Co Sheriff's Dept-DWI	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	154AL-2014-AL-73-00	Office of State Courts Administrator-DWI	\$ .00	\$ .00	\$ .00	\$351,617.60	\$351,617.60	\$ .00
	154AL-2014-AL-74-00	Oronogo Police Dept-Southwest MO DWI Ta	\$ .00	\$ .00	\$ .00	\$1,500.00	\$1,500.00	\$1,500.00
	154AL-2014-AL-75-00	Osage Beach Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$4,500.00	\$4,500.00	\$4,500.00
	154AL-2014-AL-76-00	Osage Co Sheriff's Office-DWI Enf/Sobrie	\$ .00	\$ .00	\$ .00	\$7,345.00	\$7,345.00	\$7,345.00
	154AL-2014-AL-77-00	Ozark Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2014-AL-78-00	Ozark Police Dept-Sobriety Checkpoint	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2014-AL-79-00	Phelps Co Sheriff's Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$4,000.00
	154AL-2014-AL-80-00	Republic Police Dept-Sobriety Ckpoints/D	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	154AL-2014-AL-81-00	Rolla Police Dept-DWI Enforcement/Sobrie	\$ .00	\$ .00	\$ .00	\$14,000.00	\$14,000.00	\$14,000.00
	154AL-2014-AL-82-00	Scott Co Sheriff's Office-DWI Patrol	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2014-AL-83-00	Springfield Police Dept-DWI Enforc/Sobri	\$ .00	\$ .00	\$ .00	\$102,795.00	\$102,795.00	\$102,795.00
	154AL-2014-AL-84-00	St Charles City Police Dept-Sobriety Ckp	\$ .00	\$ .00	\$ .00	\$30,360.00	\$30,360.00	\$30,360.00
	154AL-2014-AL-85-00	St Louis Metro Police Dept-Sobriety Chec	\$ .00	\$ .00	\$ .00	\$25,200.00	\$25,200.00	\$25,200.00
	154AL-2014-AL-86-00	St Louis Metro Police Dept-DWI Enforceme	\$ .00	\$ .00	\$ .00	\$144,192.00	\$144,192.00	\$144,192.00
	154AL-2014-AL-87-00	St Peters Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00
	154AL-2014-AL-88-00	St Robert Police Dept-Checkpoints/Satura	\$ .00	\$ .00	\$ .00	\$8,951.32	\$8,951.32	\$8,951.32
	154AL-2014-AL-89-00	Ste Genevieve Co Sheriff's Office-Impair	\$ .00	\$ .00	\$ .00	\$11,500.00	\$11,500.00	\$11,500.00
	154AL-2014-AL-90-00	Stone Co Sheriff's Office-Rolling Drunk	\$ .00	\$ .00	\$ .00	\$10,070.00	\$10,070.00	\$10,070.00
	154AL-2014-AL-91-00	Traffic and Hwy Safety Div-Youth Alcohol	\$ .00	\$ .00	\$ .00	\$21,500.00	\$21,500.00	\$21,500.00
	154AL-2014-AL-92-00	Traffic and Hwy Safety Div-Sobriety Ckpo	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	154AL-2014-AL-93-00	Traffic and Hwy Safety Div-Statewide DWI	\$ .00	\$ .00	\$ .00	\$80,000.00	\$80,000.00	\$80,000.00
	154AL-2014-AL-94-00	Traffic and Hwy Safety Div-Breath Alcoho	\$ .00	\$ .00	\$ .00	\$90,000.00	\$90,000.00	\$ .00
	154AL-2014-AL-95-00	University of MO Curators-SMART, CHEERS,	\$ .00	\$ .00	\$ .00	\$293,215.68	\$293,215.68	\$ .00
	154AL-2014-AL-96-00	Velda City Police Dept-DWI Enforcement	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2014-AL-97-00	Washington Co Sheriff's Dept-DWI Patrol/	\$ .00	\$ .00	\$ .00	\$5,200.00	\$5,200.00	\$5,200.00
	154AL-2014-AL-98-00	Webb City Police Dept-DWI Saturation Pat	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	154AL-2014-AL-99-00	Webster Co Sheriff's Office-DWI 14 Overt	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	154AL-2014-AL-A0-00	West Plains Police Dept-Sobriety Check P	\$ .00	\$ .00	\$ .00	\$3,287.52	\$3,287.52	\$3,287.52
	154AL-2014-AL-A1-00	Willow Springs Police Dept-Sobriety Chec	\$ .00	\$ .00	\$ .00	\$4,500.00	\$4,500.00	\$4,500.00
	154AL-2014-AL-A2-00	Traffic and Hwy Safety Div-Impaired Driv	\$ .00	\$ .00	\$ .00	\$475,000.00	\$475,000.00	\$ .00
	154 Alcohol Total		\$ .00	\$ .00	\$ .00	\$8,870,823.16	\$8,870,823.16	\$6,447,436.10
154 Hazard Elimination								
	154HE-2014-HE-01-00	MoDOT Financial Services-154 HE	\$ .00	\$ .00	\$ .00	\$24,000,000.00	\$24,000,000.00	\$ .00
154 Hazard Elimination Total			\$ .00	\$ .00	\$ .00	\$24,000,000.00	\$24,000,000.00	\$ .00
154 Transfer Funds Total			\$ .00	\$ .00	\$ .00	\$32,870,823.16	\$32,870,823.16	\$6,447,436.10
164 Transfer Funds								
	164AL-2014-AL-00-00	THSD-Statewide 164AL Program	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$3,500.00
	164AL-2014-AL-01-00	Missouri Safety Center	\$ .00	\$ .00	\$ .00	\$493,527.49	\$493,527.49	\$246,763.75
164 Alcohol Total			\$ .00	\$ .00	\$ .00	\$500,527.49	\$500,527.49	\$250,263.75
164 Hazard Elimination								
	164HE-2014-HE-01-00	MoDOT Financial Services-164 HE	\$ .00	\$ .00	\$ .00	\$12,000,000.00	\$12,000,000.00	\$ .00
164 Hazard Elimination Total			\$ .00	\$ .00	\$ .00	\$12,000,000.00	\$12,000,000.00	\$ .00

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Program Area	Project	Description	Prior Approved Prog Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164 Transfer Funds Total		\$ .00	\$ .00	\$ .00	\$12,500,527.49	\$12,500,527.49	\$250,263.75
MAP 21 405b OP Low								
	M2PE-2014-05-00-00	THSD-Statewide 405b OP Low	\$ .00	\$225,000.00	\$ .00	\$900,000.00	\$900,000.00	\$900,000.00
	405b Low Public Education Total		\$ .00	\$225,000.00	\$ .00	\$900,000.00	\$900,000.00	\$900,000.00
	MAP 21 405b OP Low Total		\$ .00	\$225,000.00	\$ .00	\$900,000.00	\$900,000.00	\$900,000.00
MAP 21 405c Data Program								
	M3DA-2014-04-00-00	THSD-Statewide 405c Data Program	\$ .00	\$137,500.00	\$ .00	\$550,000.00	\$550,000.00	\$ .00
	405c Data Program Total		\$ .00	\$137,500.00	\$ .00	\$550,000.00	\$550,000.00	\$ .00
	MAP 21 405c Data Program Total		\$ .00	\$137,500.00	\$ .00	\$550,000.00	\$550,000.00	\$ .00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2014-03-00-00	THSD-Statewide 405d Mid HVE	\$ .00	\$700,000.00	\$ .00	\$2,800,000.00	\$2,800,000.00	\$2,800,000.00
	405d Mid HVE Total		\$ .00	\$700,000.00	\$ .00	\$2,800,000.00	\$2,800,000.00	\$2,800,000.00
	MAP 21 405d Impaired Driving Mid Total		\$ .00	\$700,000.00	\$ .00	\$2,800,000.00	\$2,800,000.00	\$2,800,000.00
MAP 21 405f Motorcycle Programs								
	M9MA-2014-12-00-00	THSD-Statewide 405f Motorcyclist Awarene	\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	405f Motorcyclist Awareness Total		\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	MAP 21 405f Motorcycle Programs Total		\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	NHTSA Total		\$ .00	\$10,820,000.00	\$ .00	\$63,755,193.08	\$63,755,193.08	\$19,378,979.07
	Total		\$ .00	\$10,820,000.00	\$ .00	\$63,755,193.08	\$63,755,193.08	\$19,378,979.07

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
	<b>154 Contracts</b>		
14-154-AL-001	MO State Highway Patrol	DWI Tracking System (DWITS)	\$ 8,675.00
14-154-AL-002	MO State Highway Patrol	DWI Saturations	\$ 175,000.00
14-154-AL-003	MO State Highway Patrol	MSHP Sobriety Checkpoint	\$ 239,037.50
14-154-AL-004	Arnold Police Dept.	Sobriety Checkpoint/Saturation Patrol/YA	\$ 31,473.00
14-154-AL-005	Barry County Sheriff's Office	DWI ENFORCEMENT	\$ 2,400.00
14-154-AL-006	Belton Police Dept.	Sobriety Checkpoint	\$ 10,800.00
14-154-AL-007	Belton Police Dept.	DWI Wolfpack	\$ 4,032.00
14-154-AL-008	Blue Springs Police Dept.	DWI Sobriety Checkpoint	\$ 8,000.00
14-154-AL-009	Blue Springs Police Dept.	Wolf Pack DWI Enforcement	\$ 6,000.00
14-154-AL-010	Bolivar Police Dept.	Bolivar PD, DWI Grant	\$ 6,000.00
14-154-AL-011	Boone County Sheriff's Dept.	Youth Alcohol Enforcement	\$ 2,736.00
14-154-AL-012	Boone County Sheriff's Dept.	Sobriety Checkpoints/Saturation Patrols	\$ 25,160.00
14-154-AL-013	Boone County Sheriff's Dept.	Full Time DWI / Traffic Unit	\$ 60,000.00
14-154-AL-014	Branson Police Dept.	Youth Alcohol Enforcement	\$ 3,000.00
14-154-AL-015	Branson Police Dept.	DWI Enforcement	\$ 4,000.00
14-154-AL-016	Butler County Sheriff's Dept.	DWI Enforcement for Butler County	\$ 6,001.42
14-154-AL-017	Camden County Sheriff's Office	DWI Reduction	\$ 15,000.00
14-154-AL-018	Cape Girardeau County Sheriff's Office	OT DWI Enforcement/Saturation Checkpoint	\$ 10,000.00
14-154-AL-019	Cape Girardeau Police Dept.	DWI ENFORCEMENT	\$ 9,800.00
14-154-AL-020	Cape Girardeau Police Dept.	sobriety checkpoint	\$ 4,200.00
14-154-AL-021	Cape Girardeau Police Dept.	YOUTH ALCOHOL ENFORCEMENT	\$ 3,000.00
14-154-AL-022	Caruthersville Police Dept.	Southeast DWI Task Force	\$ 4,800.00
14-154-AL-023	Cass County Sheriff's Office	DWI/Checkpoint	\$ 14,453.00
14-154-AL-024	Clay County Sheriff's Office	DWI Enforcement	\$ 10,000.00
14-154-AL-025	Clay County Sheriff's Office	Sobriety Checkpoint/Task Force	\$ 4,800.00
14-154-AL-026	Clay County Sheriff's Office	Youth Alcohol Enforcement	\$ 3,500.00
14-154-AL-027	Cleveland Police Dept.	County Wide Sobriety Check Point	\$ 1,998.00
14-154-AL-028	Cole County Sheriff's Dept.	DWI Enforcement & Sobriety Checkpoints	\$ 24,344.99

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-154-AL-029	Columbia Police Dept.	DWI Full Time Unit	\$ 73,468.80
14-154-AL-030	Columbia Police Dept.	DWI Enforcement	\$ 25,000.00
14-154-AL-031	Crawford County Sheriff's Dept.	Traffic Safety Overtime Enforcement	\$ 7,425.00
14-154-AL-032	Dallas County Sheriff's Office	DWI Enforcement	\$ 4,975.00
14-154-AL-033	Excelsior Springs Police Dept.	Clay/Platte County DWI Task Force	\$ 2,400.00
14-154-AL-034	Florissant Police Dept.	DWI Enforcement	\$ 15,000.00
14-154-AL-035	Florissant Police Dept.	Youth Alcohol	\$ 5,000.00
14-154-AL-036	Gladstone Dept. of Public Safety	DWI ENFORCEMENT	\$ 12,200.00
14-154-AL-037	Grain Valley Police Dept.	DWI Enforcement	\$ 2,800.00
14-154-AL-038	Grandview Police Dept.	DUI Enforcement	\$ 12,000.00
14-154-AL-039	Grandview Police Dept.	Checkpoint	\$ 11,550.00
14-154-AL-040	Greene County Sheriff's Office	Youth Alcohol Enforcement	\$ 40,000.00
14-154-AL-041	Greene County Sheriff's Office	DWI Enforcement Unit	\$ 41,802.27
14-154-AL-042	Harrisonville Police Dept.	DWI/Sobriety Checkpoint	\$ 3,000.00
14-154-AL-043	Hollister Police Dept.	DWI Enforcement	\$ 2,775.00
14-154-AL-044	Howell County Sheriff's Dept.	DWI Enforcement	\$ 6,500.00
14-154-AL-045	Independence Police Dept.	Sobriety Checkpoints/DWI Enforcement	\$ 200,000.00
14-154-AL-046	Jackson County Sheriff's Office	Youth Alcohol	\$ 3,750.00
14-154-AL-047	Jackson County Sheriff's Office	DWI Sobriety Checkpoint/LETSAC	\$ 35,780.00
14-154-AL-048	Jackson County Sheriff's Office	DWI Enforcement-Wolf Pack Saturation Pat	\$ 20,000.00
14-154-AL-049	Jackson County Sheriff's Office	DWI Unit Salary	\$ 182,176.07
14-154-AL-050	Jackson County Sheriff's Office	DWI Unit Equipment	\$ 70,000.00
14-154-AL-051	Jackson Police Dept.	DWI Enforcement	\$ 4,750.00
14-154-AL-052	Jasper County Sheriff's Office	DWI Wolf Pack and Saturation	\$ 23,000.00
14-154-AL-053	Joplin Police Dept.	DWI Enforcement and Youth Alcohol	\$ 12,000.00
14-154-AL-054	Joplin Police Dept.	Full Time DWI Unit	\$ 62,664.78
14-154-AL-055	Kennett Police Dept.	Kennett PD DWI Enforcement	\$ 10,500.00
14-154-AL-056	Kennett Police Dept.	Kennett Police Dept. Sobriety Checkpoint	\$ 7,124.40
14-154-AL-057	Lamar Police Dept.	Working together to get impaired drivers	\$ 1,500.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-154-AL-058	Lawrence County Sheriff's Dept.	DWI Enforcement	\$ 8,428.00
14-154-AL-059	Lebanon Police Dept.	DWI Sobriety Checkpoints	\$ 5,000.00
14-154-AL-060	Maryland Heights Police Dept.	DWI Saturation Patrol	\$ 7,817.64
14-154-AL-061	Mercy Hospital	Missouri Safe and Sober	\$ 188,000.00
14-154-AL-062	Missouri Safety Center	Enforcement - Statewide DWI	\$ 366,061.89
14-154-AL-063	Missouri Safety Center	Impaired Driving Countermeasures	\$ 573,859.48
14-154-AL-064	MO Dept. of Revenue	DOR and Law Enforcement Training	\$ 23,525.00
14-154-AL-065	MO Dept. of Revenue	Attorney and Legal Assistant	\$ 123,086.80
14-154-AL-066	MO Div. of Alcohol and Tobacco Control	Alcohol Compliance Check Training	\$ 40,370.00
14-154-AL-067	Monett Police Dept.	Sobriety Checkpoints and Patrols	\$ 4,545.00
14-154-AL-068	Mothers Against Drunk Driving	MADD Court Monitoring Project	\$ 112,568.00
14-154-AL-069	Mountain View Police Dept.	Checkpoints	\$ 3,000.00
14-154-AL-070	Neosho Police Dept.	DWI Enforcement	\$ 6,500.00
14-154-AL-071	Nevada Police Dept.	DWI Enforcement	\$ 3,975.00
14-154-AL-072	Newton County Sheriff's Dept.	DWI	\$ 8,000.00
14-154-AL-073	Office of State Courts Administrator	DWI Court Project	\$ 351,617.60
14-154-AL-074	Oronogo Police Department	Southwest Missouri DWI Taskforce	\$ 1,500.00
14-154-AL-075	Osage Beach Police Department	DWI Enforcement	\$ 4,500.00
14-154-AL-076	Osage County Sheriff's Office	DWI Enforcement/Sobriety Checkpoints	\$ 7,345.00
14-154-AL-077	Ozark Police Dept.	DWI Enforcement	\$ 3,000.00
14-154-AL-078	Ozark Police Dept.	Sobriety Checkpoint	\$ 5,000.00
14-154-AL-079	Phelps County Sheriff's Dept.	DWI Enforcement Project	\$ 4,000.00
14-154-AL-080	Republic Police Dept.	Sobriety Checkpoints/DWI Enforcement	\$ 10,000.00
14-154-AL-081	Rolla Police Dept.	DWI Enforcement/Sobriety Checkpoint	\$ 14,000.00
14-154-AL-082	Scott County Sheriff's Office	DWI Patrol	\$ 5,000.00
14-154-AL-083	Springfield Police Dept.	DWI Enforcement/Sobriety Checkpoint	\$ 102,795.00
14-154-AL-084	St. Charles City Police Dept.	Sobriety Checkpoint/Saturation Patrol	\$ 30,360.00
14-154-AL-085	St. Louis Metro Police Dept.	Sobriety Checkpoints	\$ 25,200.00
14-154-AL-086	St. Louis Metro Police Dept.	DWI Enforcement	\$ 144,192.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-154-AL-087	St. Peters Police Dept.	DWI Enforcement	\$ 30,000.00
14-154-AL-088	St. Robert Police Dept.	Checkpoints/Saturation	\$ 8,951.32
14-154-AL-089	Ste. Genevieve County Sheriff's Office	Impaired Driving Enforcement	\$ 11,500.00
14-154-AL-090	Stone County Sheriff's Office	Rolling Drunk	\$ 10,070.00
14-154-AL-091	Traffic and Highway Safety Division	Youth Alcohol Projects	\$ 21,500.00
14-154-AL-092	Traffic and Highway Safety Division	Sobriety Checkpoint Equipment	\$ 30,000.00
14-154-AL-093	Traffic and Highway Safety Division	Statewide DWI	\$ 80,000.00
14-154-AL-094	Traffic and Highway Safety Division	Breath Alcohol Testing Vans	\$ 90,000.00
14-154-AL-095	University of MO Curators	SMART, CHEERS, Drive Save. Drive Smart.	\$ 293,215.68
14-154-AL-096	Velda City Police Dept.	DWI ENFORCEMENT	\$ 6,000.00
14-154-AL-097	Washington County Sheriff's Dept.	DWI Patrol/DWI Checkpoint	\$ 5,200.00
14-154-AL-098	Webb City Police Dept.	DWI Saturation Patrols	\$ 12,000.00
14-154-AL-099	Webster County Sheriff's Office	DWI 2014 Overtime enforcement	\$ 9,000.00
14-154-AL-100	West Plains Police Dept.	Sobriety Check Points	\$ 3,287.52
14-154-AL-101	Willow Springs Police Dept.	Sobriety Checkpoint	\$ 4,500.00
14-154-AL-102	Traffic and Highway Safety Division	Impaired Driving Paid Media Campaigns	\$ 475,000.00
		<b>154 Total</b>	\$ 4,870,823.16
	<b>154 HE Contracts</b>		
14-154-HE-001	MoDOT Financial Services	154 HE	\$ 24,000,000.00
		<b>154 HE Total</b>	\$ 24,000,000.00
	<b>164 AL Contracts</b>		
14-164-AL-001	Missouri Safety Center	Breath Alcohol Instrument Upgrade #2	\$ 493,527.49
		<b>164 AL Total</b>	\$ 493,527.49
	<b>164 HE Contracts</b>		
14-164-HE-001	MoDOT Financial Services	164 HE	\$ 12,000,000.00
		<b>164 HE Total</b>	\$ 12,000,000.00
	<b>2010 Contracts</b>		
14-K6-12-001	Traffic and Highway Safety Division	Motorcycle Safety Awareness	\$ 50,000.00
		<b>2010 Total</b>	\$ 50,000.00



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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
	<b>2011 Contracts</b>		
14-K3-05-001	Missouri Safety Center	Enforcement - CPS Week	\$ 90,461.89
14-K3-05-002	Traffic and Highway Safety Division	CPS 2011(d)	\$ 74,000.00
14-K3PM-05-001	Traffic and Highway Safety Division	Child Passenger Safety Paid Media	\$ 100,000.00
		<b>2011 Total</b>	\$ 264,461.89
	<b>402 Contracts</b>		
14-AI-04-001	Missouri Safety Center	Crash Investigation Training	\$ 62,999.98
14-AI-04-002	MO State Highway Patrol	Accident Investigation Training	\$ 84,719.90
14-CP-09-001	Cape Girardeau Safe Communities	Team Spirit Traffic Safety Program	\$ 180,256.29
14-CP-09-002	Missouri's Youth Adult Alliance	Missouri It Only Takes One Campaign	\$ 27,874.00
14-CP-09-003	Traffic and Highway Safety Division	Young Driver	\$ 38,400.00
14-CP-09-004	University of MO Curators	ThinkFirst Missouri	\$ 358,945.00
14-CR-05-001	Traffic and Highway Safety Division	CPS Program Activities	\$ 14,000.00
14-CR-05-002	Traffic and Highway Safety Division	Child passenger safety coordination	\$ 66,000.00
14-DE-02-001	Missouri Police Chiefs Association	Law Enforcement Driving & Response Train	\$ 31,630.00
14-DE-02-002	Missouri Safety Center	Driver Improvement Program	\$ 35,624.96
14-DE-02-003	Missouri Sheriffs Association	Emergency Vehicle Driver Training	\$ 12,099.00
14-DE-02-004	University of MO Curators	MobileAge: Hospital crash prevention	\$ 66,195.00
14-DL-02-001	Curators of University of Missouri - St. Louis	Physician Input on Cited Older Drivers	\$ 91,310.56
14-DL-02-002	Washington University - Attn: Connie Motoki	Expanding Medical Fitness to Drive	\$ 83,809.78
14-EM-02-001	University of MO Curators	Safety Training for Emergency Responders	\$ 32,970.00
14-OP-05-001	Adair County Sheriff's Dept.	Click It Or Ticket	\$ 3,000.00
14-OP-05-002	Missouri Safety Center	Enforcement - CIOT	\$ 224,945.57
14-OP-05-003	Missouri Safety Center	Survey Statewide Seatbelt	\$ 138,883.35
14-OP-05-004	MO State Highway Patrol	Click it or Ticket Enforcement	\$ 120,960.00
14-OP-05-005	Arnold Police Dept.	Seatbelt Compliance	\$ 7,527.00
14-OP-05-006	Ballwin Police Dept.	Occupant Protection	\$ 2,500.00
14-OP-05-008	Bloomfield Police Dept.	OP	\$ 2,200.00
14-OP-05-009	Calverton Park Police Dept.	Click it or ticket	\$ 2,508.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-OP-05-010	Chillicothe Police Dept.	Occupant Protection	\$ 2,000.00
14-OP-05-011	Columbia Police Dept.	Occupant Protection-Safety Checkpoints	\$ 3,000.00
14-OP-05-012	Creve Coeur Police Dept.	Click It or Ticket	\$ 6,600.00
14-OP-05-013	Edmundson Police Dept.	Buckle Up 2014	\$ 3,000.00
14-OP-05-014	Eureka Police Dept.	Occupant Protection Enforcement	\$ 2,500.00
14-OP-05-015	Florissant Police Dept.	Occupant Protection	\$ 5,000.00
14-OP-05-016	Gladstone Dept. of Public Safety	Occupant Protection	\$ 2,000.00
14-OP-05-017	Hazelwood Police Dept.	Hazelwood Police Occupant Protection	\$ 4,995.00
14-OP-05-018	Jackson County Sheriff's Office	Seat Belt Enforcement	\$ 16,552.00
14-OP-05-019	Kansas City MO Board of Police Commissioners	Occupant Protection grant	\$ 58,320.00
14-OP-05-020	Kirkwood Police Dept.	Seatbelt Enforcement	\$ 10,000.00
14-OP-05-021	Maryland Heights Police Dept.	Safety & Drivers License Checkpoint	\$ 3,120.48
14-OP-05-022	Missouri Safety Center	Enforcement - Youth Seatbelt	\$ 84,395.57
14-OP-05-023	Missouri Safety Center	Survey - CPS	\$ 39,241.70
14-OP-05-024	Missouri Safety Center	Survey Teen Seatbelt	\$ 67,477.99
14-OP-05-025	Overland Police Dept.	Occupant Protection	\$ 2,500.00
14-OP-05-026	St. Charles City Police Dept.	Occupant Protection	\$ 2,500.00
14-OP-05-027	St. Louis County Police Dept.	Occupant Protection Enforcement	\$ 40,000.00
14-OP-05-028	Texas County Sheriff's Office	Seat belt enforcement	\$ 6,000.00
14-OP-05-029	Webster Groves Police Dept.	Occupant Protection FY 2014	\$ 2,500.00
14-OP-05-030	Wentzville Police Dept.	Click it or Ticket	\$ 5,922.24
14-PA-02-001	Traffic and Highway Safety Division	Planning and Administration	\$ 125,000.00
14-PM-02-001	Traffic and Highway Safety Division	Work Zone Awareness 2013 Media	\$ 50,000.00
14-PM-02-002	Traffic and Highway Safety Division	Youth Seat Belt Media Campaign	\$ 150,000.00
14-PM-02-003	Traffic and Highway Safety Division	Click It or Ticket Paid Media	\$ 175,000.00
14-PS-02-001	Traffic and Highway Safety Division	Bicycle/Pedestrian Safety Program	\$ 500.00
14-PT-02-001	Traffic and Highway Safety Division	2014 LETSAC	\$ 35,000.00
14-PT-02-002	Traffic and Highway Safety Division	402 training survey assessments	\$ 160,000.00
14-PT-02-003	MO State Highway Patrol	Speed Enforcement	\$ 97,440.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-PT-02-004	MO State Highway Patrol	Hazardous Moving Violation Enforcement	\$ 125,000.00
14-PT-02-005	Arnold Police Dept.	Hazardous Moving Violation	\$ 11,875.00
14-PT-02-006	Ballwin Police Dept.	Hazardous Moving	\$ 4,000.00
14-PT-02-007	Bellefontaine Neighbors Police Dept.	Aggressive Drivers	\$ 6,000.00
14-PT-02-008	Belton Police Dept.	Hazardous Moving Violation	\$ 8,400.00
14-PT-02-009	Berkeley Police Dept.	Hazardous Moving Violation Enforcement	\$ 3,734.06
14-PT-02-010	Billings Police Dept.	Billings HMV Enforcement	\$ 3,000.30
14-PT-02-011	Blue Springs Police Dept.	Hazardous Moving Violation	\$ 5,000.00
14-PT-02-012	Bolivar Police Dept.	Bolivar PD, HMV Grant	\$ 3,000.00
14-PT-02-013	Boone County Sheriff's Dept.	HMV - Slowdown	\$ 21,000.00
14-PT-02-014	Brentwood Police Dept.	Making The Roadways Safer	\$ 8,500.00
14-PT-02-015	Bridgeton Police Dept.	Hazardous Moving Violations	\$ 12,000.00
14-PT-02-016	Buchanan County Sheriff's Dept.	Buchanan County HMV Remediation	\$ 5,000.00
14-PT-02-017	Butler County Sheriff's Dept.	MODOT HMV Enforcement for Butler County	\$ 3,674.94
14-PT-02-018	Callaway County Sheriff's Dept.	Callaway County Sheriff's Office	\$ 11,207.00
14-PT-02-019	Camden County Sheriff's Office	Hazardous Moving Violations	\$ 7,500.00
14-PT-02-020	Camdenton Police Dept.	HMV Overtime Enforcement Grant	\$ 1,250.00
14-PT-02-021	Cape Girardeau Police Dept.	HAZARDOUS MOVING VEHICLE VIOLATION	\$ 6,500.00
14-PT-02-022	Cass County Sheriff's Office	HMV	\$ 6,600.00
14-PT-02-023	Chesterfield Police Dept.	HMV Enforcement	\$ 8,390.40
14-PT-02-024	Chillicothe Police Dept.	Hazardous Moving Violation	\$ 3,000.00
14-PT-02-025	Clay County Sheriff's Office	Hazardous Moving Violation Enforcement	\$ 7,500.00
14-PT-02-026	Cole County Sheriff's Dept.	HMV Enforcement	\$ 5,000.00
14-PT-02-027	Columbia Police Dept.	Hazardous Moving Enforcement	\$ 10,000.00
14-PT-02-028	Creve Coeur Police Dept.	Speed Enforcement / HMV	\$ 10,000.00
14-PT-02-029	Crystal City Police Dept.	Hazardous Moving Violation Enforcement	\$ 4,000.00
14-PT-02-030	Des Peres Dept. of Public Safety	Hazardous Moving Violation Patrol	\$ 3,570.00
14-PT-02-031	Eureka Police Dept.	Hazardous Moving Violation Enforcement	\$ 12,000.00
14-PT-02-032	Farmington Police Dept.	Hazardous Moving Violation	\$ 6,000.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-PT-02-033	Ferguson Police Dept.	Hazardous Moving Violation Enforcement	\$ 5,005.00
14-PT-02-034	Festus Police Dept.	HMV Overtime Enforcement	\$ 25,000.00
14-PT-02-035	Florissant Police Dept.	Hazardous Moving Violation	\$ 10,000.00
14-PT-02-036	Franklin County Sheriff's Dept.	HAZARDOUS MOVING VEHICLE ENFORCEMENT	\$ 34,000.00
14-PT-02-037	Gladstone Dept. of Public Safety	Hazardous Moving Violation	\$ 7,875.00
14-PT-02-038	Glendale Police Dept.	Hazardous Moving Violation	\$ 2,000.00
14-PT-02-039	Grain Valley Police Dept.	Hazardous Moving Violation	\$ 2,688.00
14-PT-02-040	Grandview Police Dept.	Hazardous Moving Violation Enforcement	\$ 10,000.00
14-PT-02-041	Greene County Sheriff's Office	HMV Traffic Enforcement Unit	\$ 92,154.27
14-PT-02-042	Greene County Sheriff's Office	2014 HMV Enforcement	\$ 75,000.00
14-PT-02-043	Hazelwood Police Dept.	Hazelwood PD Hazardous Moving Violations	\$ 16,400.00
14-PT-02-044	Hollister Police Dept.	Hazardous Moving Violation Enforcement	\$ 2,500.00
14-PT-02-045	Howell County Sheriff's Dept.	Hazardous Moving Violation	\$ 5,000.00
14-PT-02-046	Independence Police Dept.	Hazardous Moving Violation	\$ 170,000.00
14-PT-02-047	Jackson County Sheriff's Office	Hazardous Moving Violation	\$ 20,000.00
14-PT-02-048	Jackson Police Dept.	HMV Enforcement	\$ 3,000.00
14-PT-02-049	Jasper County Sheriff's Office	HMV	\$ 8,000.00
14-PT-02-050	Jefferson City Police Dept.	Hazardous Moving Violations Enforcement	\$ 20,000.00
14-PT-02-051	Jefferson County Sheriff's Office	Hazardous Moving Violation	\$ 167,895.00
14-PT-02-052	Joplin Police Dept.	HMV Officer Overtime	\$ 10,000.00
14-PT-02-053	Kansas City MO Board of Police Commissioners	HMV Grant	\$ 210,000.00
14-PT-02-054	Kansas City MO Board of Police Commissioners	Advanced Crash Investigation Training	\$ 13,160.00
14-PT-02-055	Kearney Police Dept.	accident reduction 92 highway	\$ 3,000.00
14-PT-02-056	Kennett Police Dept.	Speed and HMV Enforcement	\$ 3,500.00
14-PT-02-057	Kirkwood Police Dept.	Hazardous Moving Violation Grant	\$ 10,000.00
14-PT-02-058	Lake Lotawana Police Dept.	Hazardous Moving Violation Enforcement	\$ 3,406.25
14-PT-02-059	Lake St. Louis Police Dept.	HMV Enforcement	\$ 5,067.75
14-PT-02-060	Lawrence County Sheriff's Dept.	Hazardous Moving Violation	\$ 3,160.50
14-PT-02-061	Lee's Summit Police Dept.	Hazardous Moving Violation Enforcement	\$ 30,000.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-PT-02-062	Liberty Police Dept.	Hazardous Moving Violation	\$ 9,000.00
14-PT-02-063	Livingston County Sheriff's Dept.	Livingston County HMT Project	\$ 2,000.00
14-PT-02-064	Manchester Police Dept.	Hazardous Moving Violation Enforcement	\$ 5,075.00
14-PT-02-065	Missouri Southern State University	Law Enforcement Training	\$ 24,000.00
14-PT-02-066	MO State Highway Patrol	Radar/EVOC/Instr Develop/Equip Materials	\$ 86,784.00
14-PT-02-067	MO State Highway Patrol	Skill Development	\$ 25,000.00
14-PT-02-068	Moline Acres Police Dept.	Traffic Enforcement	\$ 8,000.00
14-PT-02-069	Mountain View Police Dept.	HMT	\$ 1,500.00
14-PT-02-070	Nevada Police Dept.	HMT Enforcement	\$ 7,295.00
14-PT-02-071	Newton County Sheriff's Dept.	Hazardous moving violation	\$ 6,800.00
14-PT-02-072	Nixa Police Dept.	HMT Grant	\$ 10,000.00
14-PT-02-073	North Kansas City Police Dept.	Hazardous Moving Violations	\$ 5,000.00
14-PT-02-074	Olivette Police Dept.	HMT Grant	\$ 4,500.00
14-PT-02-075	Osage Beach Police Department	Hazardous Moving Enforcement	\$ 5,000.00
14-PT-02-076	Overland Police Dept.	Hazardous & Speeding	\$ 7,528.05
14-PT-02-077	Ozark Police Dept.	Hazardous Moving Violation Enforcement	\$ 4,000.00
14-PT-02-078	Peculiar Police Dept.	Hazardous Moving Violation Enforcement	\$ 3,025.00
14-PT-02-079	Pemiscot County Sheriff's Office	HAZARDOUS MOVING VIOLATION ENFORCEMENT	\$ 2,000.00
14-PT-02-080	Pevely Police Dept.	HMT Enforcement	\$ 7,000.00
14-PT-02-081	Platte County Sheriff's Office	Hazardous Moving Violation	\$ 10,000.00
14-PT-02-082	Platte County Sheriff's Office	Traffic Safety Officer	\$ 20,434.50
14-PT-02-083	Potosi Police Dept.	HMT	\$ 5,000.00
14-PT-02-084	Raymore Police Dept.	Hazardous Moving Violation Enforcement	\$ 2,000.00
14-PT-02-085	Raytown Police Dept.	Hazardous Moving Violation	\$ 10,750.00
14-PT-02-086	Republic Police Dept.	Traffic Safety	\$ 2,500.00
14-PT-02-087	Richmond Heights Police Dept.	HMT Enforcement	\$ 7,500.00
14-PT-02-088	Riverside Dept. of Public Safety	Hazardous Moving Violation	\$ 3,000.00
14-PT-02-089	Rolla Police Dept.	Hazardous Moving Violation	\$ 6,000.00
14-PT-02-090	Scott County Sheriff's Office	Hazardous Moving Enforcement	\$ 2,800.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-PT-02-091	Sedalia Police Dept.	Hazardous Moving Violation	\$ 5,500.00
14-PT-02-092	Seymour Police Dept.	Seymour Traffic Safety Grant, 2014	\$ 2,000.00
14-PT-02-093	Shrewsbury Police Dept.	HMV and Speeders	\$ 4,000.00
14-PT-02-094	Smithville Police Dept.	Harzardous Moving Violation	\$ 3,000.00
14-PT-02-095	Springfield Police Dept.	Hazardous Moving Violation	\$ 75,128.00
14-PT-02-096	St. Charles City Police Dept.	Hazardous Moving Violations	\$ 23,000.00
14-PT-02-097	St. Charles County Sheriff's Dept.	Hazardous Moving Violation Enforcement	\$ 22,000.00
14-PT-02-098	St. Clair Police Dept.	Speed/ HMV Enforcement	\$ 5,126.40
14-PT-02-099	St. John Police Dept.	Hazardous Moving Violation	\$ 6,000.00
14-PT-02-100	St. Joseph Police Dept.	Hazardous Moving Violation	\$ 6,193.44
14-PT-02-101	St. Louis County Police Dept.	Highway Safety Unit	\$ 281,651.00
14-PT-02-102	St. Louis Metro Police Dept.	Hazardous Violations / Speed Enforcement	\$ 180,014.00
14-PT-02-103	St. Peters Police Dept.	Hazardous Moving Violation 2013 - 2014	\$ 20,000.00
14-PT-02-104	St. Robert Police Dept.	Hazardous Moving Violations	\$ 3,000.00
14-PT-02-105	Stone County Sheriff's Office	Speed Demon's	\$ 5,200.00
14-PT-02-106	Town & Country Police Dept.	HMV Enforcement Activity	\$ 16,000.00
14-PT-02-107	Traffic and Highway Safety Division	Engineering coordination	\$ 1,650.00
14-PT-02-108	Traffic and Highway Safety Division	Mature Driver Program	\$ 4,000.00
14-PT-02-109	Traffic and Highway Safety Division	Tween Safety Program	\$ 20,000.00
14-PT-02-110	Traffic and Highway Safety Division	Public Information and Education General	\$ 20,000.00
14-PT-02-111	Traffic and Highway Safety Division	PI Creative Services	\$ 30,000.00
14-PT-02-112	Traffic and Highway Safety Division	Statewide HMV	\$ 36,000.00
14-PT-02-113	Traffic and Highway Safety Division	PTS program coordination	\$ 250,000.00
14-PT-02-114	Troy Police Dept.	Hazardous Moving Violation	\$ 6,000.00
14-PT-02-115	Union Police Dept.	Hazardous Moving Violation Enforcement	\$ 7,497.00
14-PT-02-116	University City Police Dept.	Hazardous Moving	\$ 2,520.00
14-PT-02-117	Washington County Sheriff's Dept.	HMV	\$ 4,000.00
14-PT-02-118	Washington Police Dept.	Hazardous Moving Violation Enforcement	\$ 6,000.00
14-PT-02-119	Wayne County Sheriff's Office	Hazardous Moving Vehicle Enforcement	\$ 6,545.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-PT-02-120	Webb City Police Dept.	Hazardous Moving Violation Enforcement	\$ 8,000.00
14-PT-02-121	Webster County Sheriff's Office	HMV Overtime grant 2014	\$ 5,000.00
14-PT-02-122	Webster Groves Police Dept.	HMV FY2014	\$ 3,500.00
14-PT-02-123	Wentzville Police Dept.	Hazardous Moving violations Enforcement	\$ 7,106.69
14-PT-02-124	West Plains Police Dept.	HMV 2014	\$ 4,000.00
14-PT-02-125	Willow Springs Police Dept.	Hazardous Moving Violation	\$ 3,300.00
14-RH-02-001	Missouri Operation Lifesaver	Missouri Operation Lifesaver	\$ 15,000.00
14-RS-11-001	Traffic and Highway Safety Division	MoDOT Traffic Safety Conference	\$ 36,000.00
14-RS-11-002	Traffic and Highway Safety Division	TEAP	\$ 60,000.00
14-SA-09-001	Cape Girardeau Safe Communities	Cape Girardeau Safe Communities Program	\$ 79,514.40
14-SA-09-002	Ozark Technical Community College	Safe Communities Grant	\$ 39,785.00
14-SA-09-003	St. Joseph Safety & Health Council	Traffic Safety Task Force Projects	\$ 59,987.80
14-SE-02-001	Harrisonville Police Dept.	Speeding	\$ 2,000.00
14-SE-02-002	Maryland Heights Police Dept.	Interstate 270 Speed Enforcement	\$ 17,288.64
14-SE-02-003	O'Fallon Police Dept.	Speeding/Red Light Enforcement	\$ 21,838.08
14-SE-02-004	Phelps County Sheriff's Dept.	Speed Enforcement Project	\$ 4,500.00
14-TR-06-001	MO State Highway Patrol	SAC Support	\$ 5,174.92
14-AL-03-001	Traffic and Highway Safety Division	Impaired Driving Program	\$ 40,000.00
14-YA-03-001	Traffic and Highway Safety Division	Youth Alcohol Program Coordination	\$ 81,400.00
		<b>402 Total</b>	\$ 5,979,348.76
	<b>405(b) Contracts</b>		
13-M2PE-05-001	Traffic and Highway Safety Division	405(b) Occupant Protection Low Statewide Program	\$ 900,000.00
		<b>405(b) Total</b>	\$ 900,000.00
	<b>408 Contracts</b>		
14-K9-04-002	MO State Highway Patrol	Statewide Traffic Accident Records Sys.	\$ 119,325.00
14-K9-04-003	MO State Highway Patrol	STARS and FARS Support	\$ 43,525.91
14-K9-04-004	Office of State Courts Administrator	JIS Conversion and Statewide Monitoring	\$ 329,649.71
14-K9-04-005	Lee's Summit Police Dept.	Electronic Ticketing	\$ 10,000.00
14-K9-04-006	Traffic and Highway Safety Division	Traffic Records program coordination	\$ 15,500.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-K9-04-007	Traffic and Highway Safety Division	EMS Run Reporting	\$ 33,210.00
14-K9-04-008	St. Louis County Police Dept.	Electronic Ticketing for Local Agencies	\$ 40,000.00
		<b>408 Total</b>	\$ 591,210.62
	<b>410 Contracts</b>		
14-K8-03-001	Traffic and Highway Safety Division	Travel and sponsorship	\$ 10,000.00
14-K8-03-002	MO State Highway Patrol	Lake Ozark DWI Prevention	\$ 31,104.00
14-K8-03-003	Ballwin Police Dept.	DWI	\$ 7,500.00
14-K8-03-004	Barton County Sheriff's Office	Sobriety Checkpoint	\$ 2,500.00
14-K8-03-005	Benton County Sheriff's Dept.	Benton County DWI Enforcement Campaign	\$ 3,000.00
14-K8-03-006	Berkeley Police Dept.	DWI Saturation Patrol	\$ 1,988.55
14-K8-03-007	Billings Police Dept.	Billings PD DWI Enforcement	\$ 2,400.00
14-K8-03-008	Bloomfield Police Dept.	DWI Enforcement	\$ 960.00
14-K8-03-009	Breckenridge Hills Police Dept.	Saturation patrol	\$ 2,880.00
14-K8-03-010	Cartersville Police Dept.	Operation Zero Tolerance	\$ 5,840.40
14-K8-03-011	Carthage Police Dept.	Wolf Pack / Checkpoint	\$ 3,125.00
14-K8-03-012	Charleston Dept. of Public Safety	State and Community Highway Safety Grant	\$ 4,061.56
14-K8-03-013	Chesterfield Police Dept.	DWI Enforcement	\$ 6,292.80
14-K8-03-014	Chesterfield Police Dept.	Sobriety Checkpoint	\$ 14,610.00
14-K8-03-015	Christian County Sheriff's Dept.	DWI Enforcement	\$ 13,065.00
14-K8-03-016	Clark County Sheriff's Dept.	DWI Enforcement	\$ 6,208.00
14-K8-03-017	Cottleville Police Dept.	St. Charles County DWI task force	\$ 5,359.08
14-K8-03-018	Creve Coeur Police Dept.	You Drink You Drive You Lose	\$ 3,250.00
14-K8-03-019	Creve Coeur Police Dept.	DWI Sobriety Checkpoint Operation	\$ 15,800.00
14-K8-03-020	Creve Coeur Police Dept.	DWI Officer	\$ 50,890.00
14-K8-03-021	Crocker Police Dept.	DWI saturation/ DWI Checkpoints	\$ 2,980.80
14-K8-03-022	Cuba Police Dept.	checkpoints	\$ 3,000.00
14-K8-03-023	Des Peres Dept. of Public Safety	DWI Enforcement	\$ 3,570.00
14-K8-03-024	Dexter Police Dept.	SOBRIETY CHECKPOINT	\$ 4,375.00
14-K8-03-025	Eureka Police Dept.	DWI Enforcement	\$ 10,142.00



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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-K8-03-026	Eureka Police Dept.	Sobriety Checkpoint	\$ 9,957.60
14-K8-03-027	Festus Police Dept.	DWI Overtime Enforcement	\$ 25,000.00
14-K8-03-028	Festus Police Dept.	Youth Alcohol Overtime Enforcement	\$ 5,000.00
14-K8-03-029	Franklin County Sheriff's Dept.	ALCOHOL ENFORCEMENT	\$ 39,650.00
14-K8-03-030	Franklin County Sheriff's Dept.	DWI Unit Grant	\$ 95,460.00
14-K8-03-031	Greene County Sheriff's Office	DWI Enforcement	\$ 65,000.00
14-K8-03-032	Hazelwood Police Dept.	BAT Van operator	\$ 5,020.00
14-K8-03-033	Hazelwood Police Dept.	Hazelwood Police DWI Enforcement Program	\$ 22,545.00
14-K8-03-034	Jefferson City Police Dept.	DWI Enforcement	\$ 25,000.00
14-K8-03-035	Jefferson County Sheriff's Office	DWI Enforcement	\$ 215,760.00
14-K8-03-036	Jefferson County Sheriff's Office	Youth Alcohol	\$ 178,200.00
14-K8-03-037	Jefferson County Sheriff's Office	Sobriety Checkpoint	\$ 69,615.00
14-K8-03-038	Jefferson County Sheriff's Office	DWI Enforcement Unit	\$ 190,139.15
14-K8-03-039	Kansas City MO Board of Police Commissioners	Sobriety Checkpoint	\$ 147,000.00
14-K8-03-040	Kansas City MO Board of Police Commissioners	Youth Alcohol	\$ 33,000.00
14-K8-03-041	Kansas City MO Board of Police Commissioners	DWI Enforcement	\$ 108,066.00
14-K8-03-042	Kearney Police Dept.	DWI Enforcement Patrol	\$ 3,500.00
14-K8-03-043	Lake St. Louis Police Dept.	DWI Saturation Patrol	\$ 5,067.75
14-K8-03-044	Lake St. Louis Police Dept.	DWI Checkpoint	\$ 5,067.75
14-K8-03-045	Lee's Summit Police Dept.	DWI Enforcement	\$ 37,500.00
14-K8-03-046	Livingston County Sheriff's Dept.	Livingston County DWI Project	\$ 2,000.00
14-K8-03-047	Manchester Police Dept.	DWI Saturation Patrols	\$ 3,500.00
14-K8-03-048	Maries County Sheriff's Dept.	Stop a Drunk	\$ 5,000.00
14-K8-03-049	Marshall Police Dept.	City of Marshall--Sobriety Checkpoints	\$ 6,666.25
14-K8-03-050	Missouri Police Chiefs Association	DITEP	\$ 35,392.05
14-K8-03-051	Missouri Southern State University	Alcohol Training for L.E. Officers	\$ 48,000.00
14-K8-03-052	MO Office of Prosecution Services	Traffic Safety Resource Prosecutor	\$ 201,579.96
14-K8-03-053	MO State Highway Patrol	DRE/BAC/SFST/ARIDE/DRE Conf	\$ 102,219.60
14-K8-03-054	Moberly Police Dept.	Sobriety Checkpoints	\$ 3,750.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-K8-03-056	Nixa Police Dept.	DWI Enforcement	\$ 14,000.00
14-K8-03-057	Noel Police Dept.	DWI Saturation Patrol	\$ 2,000.00
14-K8-03-058	O'Fallon Police Dept.	DWI Saturation Enforcement (Wolfpack)	\$ 19,058.69
14-K8-03-059	O'Fallon Police Dept.	Sobriety Checkpoint	\$ 15,882.24
14-K8-03-060	O'Fallon Police Dept.	Youth Alcohol, before they drive	\$ 6,497.28
14-K8-03-061	Olivette Police Dept.	DWI Checkpoint and City Wide Enforcement	\$ 9,996.00
14-K8-03-062	Overland Police Dept.	Checkpoint, Saturation and Youth Alcohol	\$ 22,925.00
14-K8-03-063	Parma Police Dept.	Southeast Missouri DWI Task Force	\$ 1,100.00
14-K8-03-064	Peculiar Police Dept.	DWI Enforcement	\$ 2,175.00
14-K8-03-065	Pevely Police Dept.	DWI Wolfpack	\$ 7,000.00
14-K8-03-066	Pike County Sheriff's Office	Pike County Crackdown on DWI	\$ 3,000.00
14-K8-03-067	Platte County Sheriff's Office	DWI Checkpoint/Wolfpacks	\$ 4,290.00
14-K8-03-068	Pleasant Hill Police Dept.	D.W.I. GRANTS	\$ 3,000.00
14-K8-03-069	Potosi Police Dept.	DWI Enforcement/DWI Checkpoint	\$ 7,500.00
14-K8-03-070	Riverside Dept. of Public Safety	DWI Enforcement	\$ 3,000.00
14-K8-03-071	Scott City Police Dept.	Southeast Missouri DWI Taskforce	\$ 3,500.00
14-K8-03-072	Sedalia Police Dept.	DWI Enforcement	\$ 8,287.00
14-K8-03-073	Seneca Police Dept.	DWI Enforcement	\$ 3,850.00
14-K8-03-074	Sikeston Dept. of Public Safety	South East Missouri DWI Task-Force	\$ 4,200.00
14-K8-03-075	Smithville Police Dept.	DWI Wolfpack	\$ 5,000.00
14-K8-03-076	Smithville Police Dept.	Joint Clay-Platte DWI Task Force	\$ 4,147.20
14-K8-03-077	Springfield Police Dept.	Youth Alcohol Enforcement	\$ 30,000.00
14-K8-03-078	St. Ann Police Dept.	St. Ann Police DWI Enforcement Campaign	\$ 5,354.60
14-K8-03-079	St. Charles City Police Dept.	Youth enforcement	\$ 5,520.00
14-K8-03-080	St. Charles County Sheriff's Dept.	DWI Enforcement	\$ 22,000.00
14-K8-03-081	St. Charles County Sheriff's Dept.	DWI Check Point	\$ 22,000.00
14-K8-03-082	St. Charles County Sheriff's Dept.	Youth Alcohol/Business Compliance Checks	\$ 11,000.00
14-K8-03-083	St. Clair Police Dept.	R.I.D.	\$ 5,126.40
14-K8-03-084	St. John Police Dept.	Sobriety Checkpoint	\$ 15,675.00

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PROJECT NUMBER	AGENCY NAME	PROJECT TITLE	FUNDING AMOUNT
14-K8-03-085	St. John Police Dept.	DWI Enforcement	\$ 6,000.00
14-K8-03-086	St. Joseph Police Dept.	Northwest Missouri DWI Task Force	\$ 22,848.00
14-K8-03-087	St. Joseph Police Dept.	Midland Empire Alcohol Task Force	\$ 25,992.00
14-K8-03-088	St. Louis County Police Dept.	Sobriety Checkpoints and DWI Enforcement	\$ 110,000.00
14-K8-03-089	Traffic and Highway Safety Division	Alcohol Coordination	\$ 159,500.00
14-K8-03-090	Troy Police Dept.	DWI Enforcement	\$ 4,000.00
14-K8-03-091	Troy Police Dept.	Sobriety Checkpoint	\$ 6,750.00
14-K8-03-092	Union Police Dept.	DWI Enforcement - Saturation Patrol	\$ 13,326.50
14-K8-03-093	University City Police Dept.	DWI Enforcement	\$ 2,520.00
14-K8-03-094	Verona Police Department	DWI Task Force Sobriety Checkpoints	\$ 2,500.00
14-K8-03-095	Washington Police Dept.	DWI Enforcement	\$ 6,350.00
14-K8-03-096	Washington Police Dept.	Youth Alcohol Enforcement	\$ 3,000.00
14-K8-03-097	Webster County Sheriff's Office	Youth Alcohol enforcement 2014	\$ 2,500.00
14-K8-03-098	Wentzville Police Dept.	Under Age Drinking Grant	\$ 5,922.24
14-K8-03-099	Wentzville Police Dept.	DWI Sobriety Checkpoints	\$ 6,218.35
14-K8-03-100	Wentzville Police Dept.	DWI Enforcement	\$ 8,883.36
14-K8-03-101	Raymore Police Dept.	Sobriety Checkpoint / DWI Enforcement	\$ 6,000.00
14-K8-03-102	Liberty Police Dept.	DWI Enforcement	\$ 5,868.00
		<b>410 Total</b>	\$ 2,573,821.16
<b>TOTAL</b>			<b>\$ 51,723,193.08</b>

**FY 2013**

**EQUIPMENT  
LIST**

### FY 2014 Equipment List

Agency	Item Detail	Budget	Source	Project Number
Greene County Sheriff's Department	1 – Patrol Vehicle to include for use by the full time traffic deputy.	\$25,000.00	Section 402	14-PT-02-041
Greene County Sheriff's Department	2 – In-car video cameras. To be used for documentation of impaired driving stops.	\$10,200.00	Section 402	14-PT-02-041
Jackson County Sheriff's Department	2 Fully equipped patrol vehicles one Chevy Tahoe \$40,000.00 and 1 Dodge Charger \$30,000.00 To be used in DWI detection and apprehension.	\$70,000.00	Section 154AL	14-154-AL-050
Jackson County Sheriff's Department	5– Watch guard in-car video cameras to be used for documentation of impaired driving stops.	\$34,225.00	Section 154AL	14-154-AL-049
Missouri Safety Center	60 Breath testing instrument upgrade. New instrumentation will be provided to law enforcement agencies to replace units that are no longer serviceable and those instruments that have been in service for the past 15 years.	\$390,000.00	Section 164AL	14-164-AL-001
Traffic and Highway Safety Division	2– Breath alcohol testing vehicle. Will be equipped lights in-car video, decals. 1 – Fully equipped patrol car to be given as incentive item to law enforcement agencies that participate in DWI mobilizations.	\$90,000.00	Section 154AL	14-154-AL-094
Jefferson County Sheriff's Department	4 – Chevy Tahoe police vehicles To be used in DWI detection and apprehension	\$85,724.00	Section 410	14-K8-03-038
St. Louis County Police Department	2 fully equipped patrol vehicles to include lights and striping. To be used by the traffic safety unit in enforcing DWI and associated traffic offenses.	\$32,000.00	Section 410	14-K8-03-088

# NHTSA Program Assessments

The NHTSA Program Assessments are included in this section. The assessments and recommendations are in various stages of completion and include the following:

- Occupant Protection
- Occupant Protection Children
- Motorcycle
- Impaired Driving
- Standardized Field Sobriety Testing
- Traffic Record

	<b>Occupant Protection Assessment Recommendations</b>					
	<b>Recommendation</b>	<b>Will recommendation be addressed?</b>	<b>Tasks to be completed</b>	<b>Assigned to</b>	<b>Target date</b>	<b>Current Status</b>
<b>REC#</b>	<b>I: PROGRAM MANAGEMENT</b>					
1	Request the Governor's active support in traffic safety and occupant protection efforts, including passage of a primary seat belt law.	Yes. We are currently addressing this issue and plan to continue with our course of action.	Meet with Commission to determine their level of comfort with actively supporting a primary seat belt law	Leanna		MHP's is now taking a public stance in support of a primary seat belt law
2	Expand the planning process to utilize carry forward funds and proactively solicit specific projects in high-need areas, including occupant protection projects that combine strong enforcement with community leadership.	Yes		HSO Staff		While we cannot use carry over funds, we do have enforcement projects geared to specific problem areas of the state
3	Actively market the highway safety program, encouraging the submission of innovative occupant protection projects through the Missouri Department of Transportation web site, through the Missouri Coalition for Roadway Safety, and the development of new project partners.	No. Although programs and regional MCRS coalition efforts are promoted on the web site, the HSD does not plan to actively market the submission of innovative projects because the funding is limited and too often such marketing paves the way for ineligible agencies to submit grant applications.				
4	Develop and describe a method to identify and rank priorities for the occupant protection program area to increase rates.	Yes	Seat Belt Summit was conducted.	HSO Staff	5/31/2010	This is completed annually during the budget process
5	Conduct a top to bottom review of all grant awards to assess relative impact on problem identification with appropriate performance standards.	Yes	This is done on an annual basis during the grant review process	HSO Staff		This is completed annually during the budget process
6	Develop and implement a comprehensive occupant protection program with a strong, identified enforcement component that is dedicated solely to occupant protection.	Yes		HSO Staff		This is ongoing but expansion depends on funding availability.
7	Incorporate occupant protection enforcement in Selective Traffic Enforcement Program grant projects.	Yes		HSO Staff		This is ongoing but expansion depends on funding availability.
8	Expand the description of program areas, particularly occupant protection, in the <i>Highway Safety Plan</i> ; implement the "best practices" for highway safety performance plans as described in the Governors Highway Safety Association <i>Guidelines for Developing Highway Safety Performance Plans</i> .	Yes	The Highway Safety Plan will be reviewed to expand program area descriptions as needed	Pam and Carrie	5/12/2012	2013 HSP incorporated expanded descriptions of program areas.
9	Develop and implement community traffic safety programs with a priority focus on occupant protection activities.	Yes				This is ongoing but expansion depends on funding availability.
10	Establish a routine protocol for regional coalitions to report activities and results, including the expenditure of funds.	Yes				This recommendation has been completed
11	Establish an occupant protection subcommittee as part of the Missouri Coalition for Roadway Safety.	No. The Executive Committee does not see the need for this subcommittee				
12	Dedicate a full-time staff person as the State Occupant Protection Coordinator to the planning, implementation, coordination and evaluation of a comprehensive State seat belt program in addition to the current commitment to child passenger safety.	No. Funding is not available for this. We continue to assign part of a staff times for these duties				
<b>II: LEGISLATION/REGULATION &amp; POLICY</b>						

1	Strengthen the seat belt law by: a) Making the law apply to all occupants in all seating positions in all vehicles required by federal motor vehicle safety standards to be equipped with seat belts; b) Removing the secondary enforcement provision; c) Increasing the fine to a level that is meaningful to Missourians and add court costs; d) Reducing the number of exceptions where possible; e) Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.	Yes				We will continue to support legislative efforts to enact a primary seat belt law. However, the legislature has not been willing to make this statute change.
2	Strengthen the child passenger restraint law by: a) Reducing the number of exceptions where possible; b) Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.	No. These are not changes to which Missouri's legislature has been especially receptive.				
3	Strengthen the open bed law by: a) Increasing the fine to a level that is meaningful to Missourians and add court costs; b) Reducing the number of exemptions where possible; c) Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.	No. These are not changes to which Missouri's legislature has been receptive.				
4	Increase the coverage of safe transportation requirements for childcare facilities to include those being operated by religious organizations and those operating for the benefit of four or fewer unrelated children.	No. Missouri's child safety laws address the age, height, weight and vehicle (whether or not there is access to seat belts, etc.) rather than particular childcare facilities. The Highway Safety office attempts to educate <i>all</i> childcare facilities on the proper transportation of children in their care. A special brochure was developed, however, specifically to educate the faith community on transporting young children after Missouri's booster set law was enacted.				
5	Seek an Executive Order to require seat belt use by the driver and all occupants in all state motor vehicles or private vehicles on state business., including enforcement provisions ranging from counseling up to termination.	No. There are already state travel regulations that require seat belt use in all state vehicles.				
6	Recruit the Missouri Insurance Commissioner to encourage insurer doing business in the State to offer incentives to policy holders who use seat belts and child safety seats.	No. Not sure the insurance company would be able to confirm usage.				We expect the companies to say that these kinds of incentives are impractical. We hope they can offer other ways of supporting seat belt use.
7	Enlist the support of the Missouri Department of Labor to assist in the promotion of increasing seat belt use among the State's employers including dissemination of a model seat belt use policy for business/company-owned vehicles.	Yes	Initial contact was made with the Dept of Labor			Initial conversations with Dept of Labor have been positive and an article was developed for one of there publications
8	Increase the number of communities with primary belt ordinances until such time as a primary belt law is passed.	Yes		HSD	Ongoing	We currently have 26 primary seat belt ordinances and are working with local leaders to implement more.
<b>III: LAW ENFORCEMENT</b>						
1	Develop an effective Law Enforcement Liaison Program with experienced law enforcement officers managed by the MoDOT Highway Safety Division.	No. The highway safety division feels it already has an effective liaison with traffic law enforcement officers statewide. The law enforcement team of the Highway Safety division works closely with the Law Enforcement Traffic Safety Advisory Council (LETSAC) on all issues traffic-safety related. The highway safety division also actively partners with the Missouri Police Chiefs Association and the Missouri Sheriffs' Association.				
2	Increase LE funding for OP mobilizations and sustained enforcement.	Yes				We have made some progress to increase funding for the effort by co
3	Initiate TOPS training for law enforcement officers.	Yes				TOPS training is currently offered at no cost to the law enforcement agencies



4	Develop a team approach to traffic law enforcement by implementing regional traffic enforcement networks/coalitions to facilitate law enforcement partnerships among <u>all</u> of Missouri's law enforcement agencies in an effort to increase traffic enforcement training, communication, networking and enforcement opportunities across the State.	Yes				This is an ongoing initiative
5	Develop an innovative and competitive incentive program that includes law enforcement equipment and is designed to motivate and involve the participation of <u>all</u> law enforcement agencies in the State of Missouri in traffic enforcement mobilizations and initiatives.	Yes				This is an ongoing initiative
6	Develop a law enforcement recognition program to award Missouri's law enforcement agencies for outstanding efforts in traffic enforcement and highway safety initiatives; consider a Missouri Law Enforcement Challenge, which promotes and encourages award winning traffic safety programs.	Yes	Presented the Law Enforcement Challenge to the Missouri Chief's Association and requested they take the lead on promoting this program throughout the state	Leanna		The Law Enforcement Team will meet to discuss additional opportunities to recognize LE in our state
7	Promote the IACP National Law Enforcement challenge to Missouri's law enforcement agencies, which will showcase their highway safety efforts on a national level.	Yes	Continue to promote the Chief's Challenge and encourage the Police Chief's Association to take the lead.	Leanna	Ongoing	We hope that our continued efforts will lead to more buy in from law enforcement agencies to participate in the Chief's Challenge.
8	Provide occupant protection messaging throughout the year.	Yes				This is an ongoing initiative
9	Provide more occupant protection for children (ages 0-15) education for law enforcement officers to include regional child passenger safety training.	Yes		HSD law Enforcement Team		Had a presentation at the LETSAC Conference that advocated for more involvement in the CPS area by LE
10	Continue to partner with law enforcement and other highway safety coalitions to seek passage of the primary seat belt law.	Yes				This is an ongoing initiative
11	Actively enforce local primary seat belt ordinances	Yes	Encourage those agencies with PSB ordinances to actively enforce and request feedback on their enforcement efforts.	HSD law enforcement team plus Leanna	Ongoing	Better enforcement efforts at the local level.
12	Initiate zero tolerance enforcement policies for all jurisdictions that require citing seat belt violators when another offense exists.	Yes	Encourage LE agencies to initiate zero tolerance seat belt violation policy.	Leanna & HSD LE enforcement team	Ongoing	Enhanced enforcement of seat belt law violations.
13	Participate and exhibit at Missouri Sheriff's and Police Chief conferences.	Yes				This is an ongoing initiative
14	Increase high visibility enforcement initiatives throughout the entire State to a level that at least matches the national average of secondary law states, currently 25 citations per 10,000 population.	Yes				While we do not operate under a quota system, we are working on high visibility enforcement projects.
<b>IV: OCCUPANT PROTECTION FOR CHILDREN</b>						
1	Expand and improve upon the annual statewide notification of fund availability to include unfunded and potential partners to encourage new participants	No. Funding for this program area is limited and most comes from the Section 2011 CPS grant. The use of Section 2011 funds is very restricted. The 2011 grants funds, therefore, are maintained internally. Expenditures to support the CPS activities (training sessions, purchase of seats) is handled through the highway safety office.				
2	Require any agency or person receiving resources from the Highway Safety division to provide regular activity reports. Provide incentives to non-funded partners to provide regular activity reports.	Yes. HSD has developed an activity report in the grants management system to capture this information from grantees. On most OP mobilizations, we provide either funding or some type of incentives for participation	A standardized reporting format was developed.	HSD Staff	Complete	Regularly-scheduled, standardized activity reports are now being submitted by general HSD grantees
			General (non-law enforcement) HSD grantees will be required to submit regularly scheduled activity reports.	All HSD Staff	10/1/2010	Standardized reports will be received and input into the HSD grants management system and utilized to monitor activities and compile the annual report.
3	Conduct brief introductory CPS presentations to serve as a conduit to technician certification.	Yes.	CPS brochure was developed to recruit technicians	Pam	completed	Brochure contains information about the content of the course, contact phone numbers, where courses are offered

			Discuss venues for distribution at CPS advisory council meeting	Pam, HSD	8/10/2010	Best distribution venues will be identified
			Brochure will be distributed and posted on web sites	Pam, HSD	9/10/2010	In lieu of personal presentations (which were conducted at the MCRS coalitions early on, the brochure will provide the brief introduction - which should be more time and cost effective
4	Offer certification classes spread out over weekends or other schedules that do not require students to be away from regular duties for extended time in areas that are underserved and have limited certified technicians available to assist families.	Yes.		Pam		This is an ongoing initiative
5	Develop and implement effective strategies for making residents in the more rural area of the State aware of the inspection stations and distribution programs available in their areas.	Yes.	Contact DHSS and Social Services to seek listservs for county health departments and licensed day care facilities	Pam, HSO	5/10/2010	Email list will be secured
			Compile lists of inspection stations and distribution programs by counties/MCRS coalitions	Pam, HSD	8/10/2010	Easily accessible/reproducible lists will be made available statewide.
			Distribute lists for posting at county health departments and licensed day care facilities and on web sites	Pam, HSD	9/10/2010	A larger rural populations will be aware of, and able to access, inspection stations and distribution programs
			Update lists as needed	Pam, HSD	Ongoing	Lists will be current and best serve the needs of the parents and caregivers
6	Develop and launch a statewide initiative targeting older kids and tweens to encourage proper seat belt use and prepare them to wear seat belts as a teen when arriving on school campuses.	Yes.	Continue statewide seatbelt efforts targeting older kids and tweens.	Pam	Ongoing	Increase seat belt usage among target audience.
7	Develop policies and procedures for Child Passenger Safety (CPS) Programs agencies that receive child safety seats from Highway Safety Division (HSD) to collect funds at the local level to help achieve self-sufficiency.	Procedures are in place to collect program income for HS funded child safety seat programs.	On-going discussions about this issue with the CPS Advisory Committee	Pam	Ongoing	
<b>VI: OUTREACH PROGRAM</b>						
1	Identify mutually beneficial opportunities through the Missouri Department of Health and Senior Services to promote occupant protection in rural, underserved communities.	Yes.	Schedule meeting with DHSS to determine action items to increase belt usage in rural and underserved communities.	HSO Staff	As available	Initial conversation with DHSS completed. Will continue with this recommendation as available
2	Add sub-committees and representatives to MCRS (Missouri Coalition for Roadway Safety) to build greater capacity to specifically address diversity, medical, business-commerce issues and occupant protection (seat belts, child restraints, helmets, etc.).	Yes. The MCRS continually seeks to expand partnerships in order to have a diverse Coalition that represents the needs of all Missourians. The MCRS does not, however, plan to add additional subcommittees at this point in time.				MCRS will seek to build existing subcommittees and add new subcommittees where feasible.
3	Designate a full-time person at the Missouri Department of Transportation Highway Safety Division to oversee and coordinate the efforts of the Missouri Coalition for Roadway Safety.	No. Lack of fiscal resources. Also, the Missouri Department of Transportation recognizes that the Coalition is a partnership of many agencies, organizations, and businesses throughout the state. Placing this responsibility within the Department of Transportation would give the appearance that the MCRS was a MoDOT-led effort, which was never the intent.				
4	Solicit and guide potential partners in the grant and mini-grant process to increase visibility and seat belt activities in previously untapped locations.	Yes.				Although this is an ongoing process by the HSD staff, expansion in the grant programs is limited to available funding.
5	Work with the project director of the tween safety program to develop, package and disseminate it on a statewide basis.	Yes. The southwest region's tween program "Be the Back Seat Boss" has been promoted statewide. It has also been promoted on the MCRS web site. Receptiveness to implementing it in other locations, however, has been limited. This issue continues to be a discussion item by the CPS Advisory Committee.	Continue to use effective strategies in the southwest region statewide.	Pam	Ongoing	We hope to instill the habit of buckling up in young passengers so they continue to habit when the begin driving.
<b>VI: COMMUNICATION</b>						
1	Develop and implement a statewide traffic safety media plan, to include occupant protection, in which all major traffic safety partners can participate.	Yes.				This is an ongoing initiative

2	Within a traffic safety media plan, create and implement an identifiable, statewide seat belt public information campaign with a consistent message for all media, a consistent look and identifiable logo, acknowledgement of multiple sponsors or use of a space so each sponsoring agency can produce their own materials, using select media which reaches identified high-risk audiences, and taking advantage of social marketing channels such as Facebook® and Twitter®.	Yes.				This is an ongoing initiative
3	Assign or hire professional media specialists to focus solely on highway safety priorities and activities, including occupant protection.	Yes.				This is an ongoing initiative
4	Develop and implement media training and support materials to develop a large, well-trained and on-call speaker's bureau around the State.	Yes.				This is an ongoing initiative
5	Minimize the "secondary" element of Missouri's seat belt law and increase the perception that law enforcement is enforcing the law by using an "it's the law and it's enforced" approach both during and between designated mobilizations.	Yes.				This is an ongoing initiative
6	Work closely with surrounding states to share and coordinate messaging, with an emphasis especially on primary enforcement messages which can be provided by Iowa, Illinois, and Arkansas.	Yes. We have had multi-state prese conferences and/or campaigns on the OP issue				This is an ongoing initiative
7	Create and implement a comprehensive campaign for the African-American and Hispanic communities with community leaders as spokespersons and specifically-developed and culturally appropriate media materials.	Yes.	Meet with community relations staff or a media consultant to draft a campaign outline to reach African-American and Hispanic communities. Look for campaigns that have been developed by other states	HSO Staff	7/1/2013	Increase belt usage among African-American and Hispanic drivers/passengers.
8	Replicate the "Be the Back Seat Boss" program to reach tweens statewide.	Yes.	Complete an action plan to promote this program stateside.	Pam	Ongoing	Use the effective strategies established in the southwest region throughout the rest of the state
9	Determine what efforts are being made in the State to educate parents and provide occupant protection systems for children with special healthcare needs.	Yes.				
10	Ensure that sustained, high visibility enforcement is supported with a media campaign that uses a strong enforcement message.	Yes.				This is an ongoing initiative
11	Ensure that electronic media, such as web sites, and all printed materials are consistently dated.	Yes.	Periodically review web site to make sure materials are consistently dated	HSO Staff	Ongoing	Materials and electronic media will be dated
12	Work with LE to develop and implement communication strategies that take advantage of primary seat belt enforcement of young drivers, teens, commercial drivers, and motorists traveling through communities with primary ordinances.	Yes.	Bring in community leaders of area with primary ordinances to discuss implementation/lessons learned. Share these finding with others.	Leanna	7/1/2013	We have discussed the possibility of a primary seat belt summit for those who currently have these ordinances
<b>VII: EVALUATION</b>						
1	Discontinue reliance on the overall number of motor vehicle crash fatalities as an indicator of the performance of occupant protection programs since restraints cannot help all types of crash victims (e.g., pedestrians and motorcyclists).	Yes.				This recommendation has been completed
2	Compute and use fatality and injury rates based on the proportion of occupants involved in crashes for problem identification and evaluation as well as rates based on vehicle miles traveled and population since these are a more direct indicator of injuries among the population that restraints can help.	Yes.				This is an ongoing initiative

3	Establish restraint usage goals for projects which, while realistic, would also indicate statistically significant increases in the use of occupant protection.	No. Restraint usage goals are set for the overall occupant restraint program area of the Highway Safety Plan and Performance Plan, but not individual projects (such as enforcement mobilizations).				
4	Ensure benchmarks are measurable and evaluated, for example, "reach xx number of youth with safety belt materials" rather than simply "develop youth safety belt awareness materials."	Yes.	Discuss this recommendation with coalition partners across the state	Carrie	7/1/2013	We hope to be better able to measure our efforts in getting youth to wear their seat belts
5	Determine which occupant protection projects are most cost-effective by implementing cost-benefit or return-on-investment analyses for select projects such as educational components or media activities.	No. It is unclear how a cost/benefit analysis can be done on preventative strategies.				
6	Include targets for performance measures in every highway safety grant agreement to establish expectations for each project and provide the data necessary to conduct performance evaluations. Require all subgrantees to include not just a process evaluation for their programs but an outcome evaluation, such as pre- and post-program observational surveys of child restraint/booster seat and seat belt use or pre- and post-program knowledge tests, whenever possible.	No. This recommendation is too labor intensive for our subgrantees.				
7	Develop and make available simplified and standardized seat belt and child restraint observational survey protocols and forms that can be used by local program planners and evaluators.	No. We already have these forms, but lack the ability to make local program planners and evaluators complete them.				
8	Modify the annual child restraint use survey protocols to include children older than age three and modify protocols to enable observers to more readily see into the vehicle for more reliable assessment of restraint use and to collect potentially more accurate age assessments, in order to evaluate the effects of legislation or programs on older children.	Yes.				This recommendation has been completed
9	Continue efforts to have all crash reports completed and transmitted electronically to the STARS system. Develop a program to provide assistance to the departments that may face technological or staffing challenges to coming onboard with electronic submission of crash reports.	Yes.				This recommendation has been completed
10	Conduct a reasonable number of nighttime seat belt observational surveys to determine if nighttime restraint use is low enough to consider implementing nighttime enforcement efforts to further increase seat belt use and reduce injuries among some of the higher risk drivers in Missouri.	Yes.	We had a Nighttime OP enforcement presentation at LETSAC. We are encouraging SB enforcement both day and night.		1-Jul	Ongoing

11	<p>Ensure that potential users of the Missouri motor vehicle crash and CODES data are made aware of the availability of this data through Missouri State Highway Patrol Statistical Analysis Center and the Missouri Department of Health and Senior Services web sites. Continue to provide “over-the-phone” assistance to help users understand the types of data available and how it should be used for problem identification or evaluation.</p>	Yes.				This recommendation has been completed
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	<b>Motorcycle Assessment Recommendations</b>					
<b>Number</b>	<b>Recommendation</b>	<b>Will recommendation be addressed?</b>	<b>Tasks to be completed</b>	<b>Assigned to</b>	<b>Target date</b>	<b>Current Status</b>
<b>Program Management</b>						
I. 1	Designate a full-time motorcycle safety coordinator within the HSD	No, lack of funding and FTE allocation. All HSD program specialists are obligated to work in more than one program area.	N/A	N/A	N/A	N/A
I. 2	Develop action plans to provide accountability, measurements, and completion dates for strategies in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and the 2009 Highway Safety Plan & Performance Plan	No, there are performance measures in the 2010 HSP & Performance Plan. The Blueprint to ARRIVE ALIVE, however, is an umbrella document that focuses on fatalities and serious injuries; it does not drill down to the micro level of action planning strategies.	N/A	N/A	N/A	N/A
I. 3	Take the lead in facilitating and coordinating cooperative efforts among motorcycle safety stakeholders to provide more unified and focused countermeasures.	Yes	1) Make contacts to develop a working group to promote helmet use and counter the efforts of lobbying groups that attempt to repeal Missouri's all-rider helmet law; 2) Work with Dr. Peterson @ SMARTER-USA.org (Michigan) to determine if Missouri should/could become a chapter or the best way to replicate their program	1) Leanna Depue and 2) Michael Davis	1) April 2010 and 2) Mid-May 2010	ongoing
I. 4	Develop a written Memorandum of Understanding to define the specific responsibilities of the Highway Safety Division and the Missouri Safety Center for providing the MMSP to Missouri Motorcyclists.	Yes	1) Meet with MoDOT Chief Counsel to begin development of MOU; 2) Host meeting and begin work on writing MOU and determine whose signatures are required on MOU; 3) Execute MOU adoption process and send copies and/or originals to appropriate offices	Chris Luebbert	1) March 2010; 2) April 2010; 3) December 2010; 4) January 2012	ongoing

Motorcycle Personal Protect Equip						
II. 1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance	Yes and No	Due to the long-term efforts of the anti-helmet lobbyists, Missouri's experience indicates that it would appear to be a waste of effort to attempt to increase fines and court costs—our efforts must be directed at maintaining our existing law.	MCRS Legislative Subcommittee and Leanna Depue	Ongoing	ongoing
II. 2	Develop an aggressive campaign to encourage helmet use through effective communications campaigns	Yes, but expanded to include safety gear.	Meeting to discuss what is needed, funds available, what might be used that has already been produced by other states	Chris Luebbert and CR staff	Ongoing	ongoing
II. 3	Coordinate efforts between public, private, and nonprofit groups to encourage the use of proper protective gear by motorcyclists	Yes, but will be expanded to include all safety gear.	Meet to determine: Whether any partners have been overlooked; funds available for materials; best venues to promote the issue; whether there are materials available from other states	Chris Luebbert, CR staff, Michael Davis	April 2010	Ongoing, though MMSP continuously promotes though training
Motorcycle Operator Licensing						
III. 1	Analyze the unlicensed motorcycle operator problem and identify why individuals do not complete the licensing process. Initiate and evaluate a three-year plan to employ best practices and strategies that encourage full licensing.	Yes	1) Discussion between DOR & MSHP; 2) Draft and submit DOR rule change for approval; 3) Submit to Secretary of State for comment period; 4) Meet to determine whether allowing a waiver of the skills test in the Experienced Rider Course is a valid option and how it would be accomplished	Gina Wisch (DOR), Rhonda Czarnecki (MSHP Driver Examiners), Chris Luebbert, and Michael Davis	1) December 2009; 2) May 2010; 3) December 2010; 4) June 2010	Cannot use rule-change process. Must be done through the legislative process. Ongoing.

III. 2	Create a work team with stakeholders from the DOR, the MSHP, the MMSP, and the HSD to review and revise the current motorcycle license testing. The revised process should provide real-time electronic transfer of information, add operational restrictions for all instruction permit holders, limit the number of instruction permits that may be issued to individuals, and deploy testing instruments that accurately and effectively evaluate safe and responsible motorcycle	Yes and No	The state does not have the capability for electronic transfer of information. We are going through process for updating manual with other agencies and have stakeholders comments provided to DOR forms group for inclusion into the final version of the MOM.	DOR, MSHP, MMSP, Chris Luebbert	December 2010	MSHP changed the motorcycle testing standards in 2011. The capability to electronically transfer information does not exist.
III. 3	Expand the license waiver program to accept the knowledge tests administered at rider training courses.	No, Missouri stakeholders are of the opinion that the knowledge test should continue to be administered by the Missouri State Highway Patrol Driver Examiners	N/A	N/A	N/A	N/A
III. 4	Create processes, data files, and reports to track individuals who apply for motorcycle endorsements or licenses. This includes test results, the number of applications for instruction permits, how long the permits are held, when individuals received their endorsement or license, whether they participated in the license waiver program, and whether they completed the licensing process.	No, lack of funding funding and manpower resources; sharing and security issues of linking MSC with the Patrol and DOR.	N/A	N/A	N/A	N/A
III. 5	Implement a compliance and quality assurance program in MSHP to ensure that all licensing tests are administered according to established procedures and standards.	Yes	Examiner training is currently being conducted.	DOR	June 2010	Completed in 2011
III. 6	Revise the MOM to include crash data, proper licensing information, and unique or dangerous riding conditions, and to encourage rider training.	Yes	Go through process to make pertinent edits to MOM	Chris Luebbert, Michael Davis, and Joni Smith	May 2010	Completed in 2011
<b>Motorcycle Rider Educ &amp; Training</b>						
IV. 1	Develop a formal curriculum review and evaluation process to assure that the approved training curriculum meets the needs of Missouri Riders.	Yes	Follows MSF curriculum.	N/A	N/A	



IV. 2	Evaluate BRC instruction and instructional techniques, including the knowledge and skills tests, to ensure that the course meets the objectives of teaching individuals the knowledge and skills to safely and responsibly operate motorcycles	No, Missouri follows the Motorcycle Safety Foundation standards and is comfortable with that.	N/A	N/A	N/A	
IV. 3	Remove tuition caps and dedicate the available funding towards program monitoring, evaluation, and developing additional safety programs.	No, According to 302.135 RSMo, training sites may charge a reasonable tuition fee as determined by the director. The tuition supports the training sites so even if the cap were removed, the state wouldn't be able to access that money. The tuition is intended to support the cost of the training; it is not for the purpose of letting the training sites make a profit.	N/A	N/A	N/A	
IV. 4	Audit all course providers regularly to ensure that the skills test is being correctly administered.	Yes	Applicable audits	Michael Davis	Continuous	ongoing
IV. 5	Develop standards and methodology to annually evaluate the effectiveness of the motorcycle training program.	No, All students complete an end-of course survey. Students are also invited to fill out a follow up on-line survey several months after completion of the course.	N/A	N/A	N/A	
IV. 6	Incorporate Missouri-specific information into the knowledge test.	Yes	Review and submit changes to MOM to DOR	Michael Davis	March 2010	Completed in 2011
IV. 7	Develop a formal QAV (Quality Assurance Visit) plan for training sites and instructors. Revise QAV forms and procedures to provide more comprehensive and effective evaluation tools	Yes	Review existing monitoring process	Michael Davis	TBD	Completed in 2011
IV. 8	Require that student driver's license or permit numbers be recorded along with written and riding test scores.	No, The two systems (test results to DOR's licensing) are not linked. There are security issues associated with this and also with the fact that some drivers' licenses have social security numbers on them.	N/A	N/A	N/A	
<b>Motorcycle Oper Under Influen Alcohol/Drugs</b>						
V.1	Incorporate motorcycle-specific messages into current MoDOT impaired driving campaign materials and enforcement activities	Yes	Incorporate motorcycle message into impaired driving campaign	Chris Luebbert and Reeve White	May 2010	ongoing

V.2	Include impaired motorcyclist enforcement as a specific component of enforcement grants.	No, law enforcement's job is to target all impaired drivers regardless of the vehicle they are operating. Another concern is the fact that there is a much smaller volume of impaired motorcyclists as compared to impaired drivers of other vehicles. However, the Missouri Safety Center (MSC) has agreed to inform local law enforcement agencies of dates and locations of rallies being held so that they might be able to conduct saturation enforcement efforts at such events.	N/A	N/A	N/A	
V.3	Develop training programs for prosecutors and judges on the problem of impaired driving.	No, the type of vehicle involved in an impaired driving case (e.g., passenger car, pick-up truck, motorcycle) is almost entirely irrelevant	N/A	N/A	N/A	
V.4	Investigate all single-vehicle motorcycle fatalities, including determining the BAC levels in all cases.	Yes	This is already being done	N/A	N/A	ongoing
V.5	Capitalize on the enthusiasm, expertise, and passion of law enforcement partners to develop and implement impaired-riding efforts. Organize and conduct law enforcement saturations, checkpoints, and operations with an emphasis on motorcycles.	Yes, to the extent law enforcement is willing to participate.	Research impaired riding enforcement efforts that are working in other states; Determine appropriate venue to make a presentation to law enforcement agencies (LETSA, MPCA, MSA); Compile a list of dates and locations of rallies to be held in Missouri during 2010; Update list on a monthly basis	Chris Luebbert and Michael Davis	Spring 2010	Continuous
V. 6	Conduct motorcycle safety campaigns focused on impaired riding. Incorporate materials available from NHTSA, MSF, American Motorcyclist Association (AMA), and individual State programs.	Yes	Will not conduct motorcycle specific impaired riding campaign. It will be incorporate as part of the other statewide DWI campaigns.	Chris Luebbert	N/A	N/A
V. 7	Distribute NHTSA's "Detection of DWI Motorcyclists" materials to law enforcement agencies statewide.	Yes	Communicate with LE stakeholders to determine how many they need, monitor new "Roll Call" video release."	Chris Luebbert	Spring 2010	ongoing

V. 8	Develop relationships with rider groups to encourage self-policing and a culture of zero tolerance of drinking and riding	Yes	Discuss with key motorcycle groups.	Chris Luebbert	Continuous	ongoing
<b>Legislation &amp; Regulations</b>						
VI.1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance.	No	Our resources are most maximized by maintaining the laws we have.	All	N/A	
VI.2	Introduce legislation to limit the number of motorcycle instruction permits that can be issued to an individual.	Yes	through a change to the Department of Revenue administrative rules. Although the changes have been drafted, DOR is undergoing a modification to the way administrative rules are filed internally. The changes are still in the pending approval stage at DOR; after approval, they will be filed with the Secretary of State. So forward movement on this action will be dependent upon when the filing modification is complete.	Brad Brester and Gina Wisch at DOR, Joni Smith and Chris Luebbert at HSD	Cannot be accomplished through Admin. Rules process. Will take legislative change.	ongoing
VI.3	Amend the Administrative Rule to allow the program to offer any curriculum approved by MoDOT	No, Missouri's administrative rule states that the approved curricula is the current version of the Motorcycle Safety Foundation Motorcycle Rider Course or Experience Rider Course. MMSP and the HSD will continue to monitor other curricula to see if something comparable is released; in which case, the Administrative Rule could always be amended at that time	N/A	N/A	N/A	N/A

Law Enforcement						
VII.1	Identify motorcycle enforcement as a specific component of enforcement grants.	Yes, however the Highway Patrol has indicated that they do not focus on any particular type of vehicle when they are conducting HMV enforcement. So specific motorcycle-related events will have to be focused on in order to enforce moving violations associated with motorcycle riders.	Review information on the web and from motorcycle publications to determine when/where rallies will be held; notify HSD of rally dates/locations; publicize to law enforcement agencies the rally dates/locations and need for enforcement Inform law enforcement agencies that they may utilize HMV grant funds to enforce motorcycle violations in targeted areas	Michael Davis, HSD law enforcement staff	May 1, 2011	ongoing
VII.2	Encourage all law enforcement to take a zero-tolerance approach to motorcycle-related violations.	No, the HSD may provide training to enhance enforcement of motorcycle violations, but a “zero tolerance” approach is departmental discretion. The MSHP has indicated that they only take a zero tolerance approach on DWI and seat belt violations, and they will not be expanding this to include motorcycle violations.	N/A	N/A	N/A	N/A
VII.3	Partner with the Chiefs of Police and Sheriff’s Associations to educate law enforcement regarding motorcycle safety issues and crash causation factors.	Yes	Compile information on motorcycle crash causation factors, Contact MPCA & MSA to request permission to publish information in their publications and/or web sites, Work with SMCR to write article(s), Provide information to MPCA & MSA to be included in their publications and/or web sites, Provide information to MSHP and request they share data and issues with their instructors to include in training, Provide information to LETSAC to be included in their conference and/or other training opportunities	John Miller, Chris Luebbert, Leanna Depue	continuous	ongoing

VII.4	Develop data-driven countermeasures and implement selective enforcement where fatal and injury motorcycle crashes are occurring.	Yes	Compile data, Share data with enforcement agencies, Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HMTV grant funds for this purpose of needed, Determine whether educational efforts can be targeted toward problem	John Miller, Chris Luebbert, Michael Davis	Fall 2010	Crashes are sporadic in location and time of day. High crash locations really don't exist.
VII.5	Develop and distribute motorcycle crash statistics and motorcycle-specific information to aid law enforcement agencies in training and planning.	Yes	Compile data, Share data with enforcement agencies , Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HMTV grant funds for this purpose of needed	John Miller and Chris Luebbert	Continuous as data is updated	ongoing
VII.6	Identify and fund “best practices” that are proven effective in motorcycle safety efforts.	Yes	Review “Countermeasures that Work” to determine those that can be incorporated in Missouri	Chris Luebbert and Michael Davis	ongoing	ongoing
VII.7	Include patrol-level law enforcement officers in the review and revision of the State’s Uniform Accident Report.	Yes	This is already occurring. There are 18 law enforcement officers included in the rewrite of the crash report form.	Traffic Records Coordinating Committee	Ongoing	ongoing

Highway Engineering						
VIII.1	Maintain Missouri's roadways in compliance with the Targeted 10 concerns listed in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and in compliance with the Transportation Research Board of the National Academies' National Cooperative Highway Research Program, Report 500, Volume 22.	Yes	The motorcyclists have indicated they have issues with potholes, friction surface, tar patching, and side road intersections with loose gravel; MoDOT will continue to address these issues. MoDOT specifications require that there be no more than a ¼" lip when diamond grinding is conducted. The department has taken a proactive approach by stressing the importance of this specification when	Leanna Depue	January 31, 2011	New Blueprint to be unveiled October 2012.
Motorcycle Rider Conspicuity & Motorists Awareness Programs						
IX.1	Survey the non-motorcycling population to determine attitudes and opinions towards motorcycling. Use the information to ensure existing "Share the Road" materials are appropriate, develop new materials if needed, and create an effective distribution plan for the materials	No, not at this time.	N/A	N/A	N/A	N/A
IX.2	Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists.	Yes	Add more visual information on the web site to identify conspicuity, Add more visual information on the web site to identify conspicuity, Provide a link to <a href="http://www.video.about.com/motorcycles/Motorcycle-Visibility-.htm">www.video.about.com/motorcycles/Motorcycle-Visibility-.htm</a> , Develop conspicuity brochure, Provide MMSP Conspicuity brochure to MSHP Driver Examiners for distribution to new motorcyclists, Include new fields in the crash report to address whether a motorcyclist was wearing reflective clothing and a compliant/non-compliant helmet.	Michael Davis, Chris Luebbert, Randy Silvey, Rhonda Czarnecki, Reeve White	Ongoing	ongoing

IX.3	Communicate through law enforcement and motorcycle rider groups to dispel the myth that other drivers are a motorcycle rider's biggest threat.	Yes	Verify percentage of motorcyclists involved in single-vehicle crashes, Develop creative materials (e.g., posters) to be displayed at motorcycle rallies, at DOR license offices, safety fairs, etc.	Michael Davis, Joni Smith	Ongoing	Chris Luebbert speaks frequently with motorcycle groups and shares crash stats in both single and multi-vehicle crashes.
IX.4	Ensure outreach efforts also target independent riders since rider education is not mandatory and a significant portion of riders are not affiliated with a rider group.	Yes	The Missouri Safety Center (Missouri Motorcyclist Safety Program) and MoDOT Highway Safety division will continue to produce public awareness campaigns to target all riders.	Chris Luebbert, Michael Davis	Ongoing	ongoing
IX.5	Include information on sharing the road with motorcycles in the Missouri Motorists' Handbook (Missouri Drivers Guide	Yes	This information is found on page 57.	N/A	N/A	N/A
<b>Communications Program</b>						
X.1	Assign primary responsibility for motorcycle safety communications to the HSD. Document the review and approval process for motorcycle safety materials and messages to ensure subject matter experts (e.g., the State coordinator and program manager) and other key players (e.g., Motorcycle Safety Advisory Committee, rider groups) have input during the development production phases	No, the HSD will not have primary responsibility for the motorcycle safety communications; that responsibility will fall upon the Public Relations committee of the Missouri Coalition for Roadway Safety. Coordination for materials, communications and outreach will be coordinated amongst the partners: MSC, HSD, MSHP, DOR and others.	N/A	N/A	N/A	N/A

X.2	Develop a comprehensive communications plan. The plan should include: A research component to identify problem areas to ensure that appropriate themes and messages are developed; Goals and objectives with realistic and measurable outcomes; Messages regarding the importance and availability of rider education, proper helmet and protective gear use, sharing the road, and the effects of alcohol and motorcyclists; Definition of target audiences, including motorists, independent riders, sport bike riders, returning riders, etc.; Use of appropriate multimedia channels; A comprehensive plan for community outreach at events; An evaluation component to measure pre- and post-campaign awareness and impact on motorist and motorcyclist behavior.	Yes, to an extent.	The Public Relations subcommittee (MCRS) and the System Management Community Relations division (MoDOT) will work to ensure that communications materials are reviewed by all partners and no conflicting or unsuitable messages are produced.	MCRS and MoDOT CR	Ongoing	Ongoing
X.3	Utilize the MSAC to coordinate PI&E efforts among the agencies that have the most involvement with the motorcycle safety program.	No, the MSAC doesn't have the authority to coordinate the efforts. The MCRS Public Information subcommittee will be utilized to coordinate the efforts statewide and with the local coalitions, as appropriate.	N/A	N/A	N/A	N/A
X.4	Update communications plans for existing campaigns, such as seat belt awareness and impaired driving, to include motorcycle safety messages about helmet use and protective gear and impaired driving respectively	No, motorcycle safety messages will be considered when appropriate, but we do not believe it would necessarily be prudent to mix seat belt and helmet messages.	N/A	N/A	N/A	N/A
X.5	Create a style guide or standard look and feel for all motorcycle safety materials.	Yes, this is something MCRS and MoDOT already try to do with all the campaigns.	Continue efforts to standardize motorcycle safety materials	PI subcommittee	Ongoing	Ongoing
X.6	Strengthen relationships with rider groups; utilize them to distribute messages/materials; explore the possibility of having a representative serve on the MSAC.	Yes	Determine groups in Missouri and work toward building a relationship with them, Research rally dates and locations, Assure the a rider representative serves on the MSAC	Michael Davis and Chris Luebbert	Ongoing	Michael Davis and Chris Luebbert have developed great partnerships with rider groups and engage in frequent dialog with them.



X.7	Develop a listserv for the HSD and the MMSP to collect contact information from people they encounter at rallies, interested rider education attendees, rider groups, etc., and send messages, statistics, and program updates via inexpensive, effective, electronic means.	Yes	Students at UCM will research on internet to find information on rider groups and what other states have available Set up the listserv on the MMSP web site	Michael Davis	June 1, 2010	ongoing
X.8	Continue to leverage paid media buys and negotiate bonus spots to be placed outside of the heavy rotation periods and arrange drive-time interviews during the riding season.	Yes	Continue to look for opportunities to leverage media buys and negotiate bonus spots; arrange drive-time interviews during riding season	PI subcommittee	Ongoing	Uncertain with the MoDOT CR changes
X.9	Collaborate with the DOR to develop and distribute materials and messages about the importance of being properly licensed.	Yes	Work on development of materials in conjunction with changing administrative rule for motorcycle licensure	Chris Luebbert and Gina Wisch	January 31, 2011	Admin. Rule change will not happen. HS has frequent conversations with rider groups about being properly licensed.
X.10	Explore distributing materials at trauma centers and other medical facilities.	No, ER docs have indicated that trauma centers are not the best place to reach people who have been in a crash or their family/friends because there are too many stressors occurring at that time (patient's welfare, insurance issues, liability/insurance issues)	N/A	N/A	N/A	N/A
X.11	Develop outreach efforts for "returning riders" (i.e., motorcyclists who haven't been riding for years and may need to update their knowledge and skills).	Yes	Ask the Insurance Coalition if they would contact their members to see if discounts are given to riders who complete MMSP training Meet with SMCR to discuss development of materials (such as the "Welcome Back" campaign the MSSEP is working on)	Chris Luebbert and Michael Davis	May 1, 2011	MMSP added Returning Rider BRC to curriculum.
X.12	Capitalize on relationships with news media to raise awareness of motorcycle safety issues, programs, and accomplishments through earned media.	Yes	This is something MCRS and MoDOT already do, and all of the MCRS regions and MoDOT districts help with as well.	PI subcommittee	Ongoing	Ongoing

Program Evaluation & Data						
XI.1	Create a system to identify and collect critical information to assist with problem identification, establishing priorities, and developing countermeasures to reduce motorcycle crashes, injuries, and fatalities.	Yes	The state already collects critical crash data. This data, and countermeasures/strategies to address the problems, are included within MoDOT's annual Highway Safety Plan and also within the Missouri Coalition for Roadway Safety's Blueprint (which is updated every 4 years).	Chris Luebbert, Michael Davis, and Joni Smith	Ongoing	Ongoing
XI.2	Establish a formal planning process for the implementation and evaluation of motorcycle countermeasures that includes detailed action steps with assigned responsibilities, identification of partners, funding requirements, status and objective evaluation criteria to measure success, effectiveness, and value.	Yes, to an extent. Responsibility for this level of detail would fall on the HSD program manager Christopher Luebbert, whose workload is already severely extended. Overall goals for the motorcycle program area have been established within Missouri's Blueprint to ARRIVE ALIVE and within the state's strategic Highway Safety Plan.	Review status of the strategies in both the Blueprint the and Highway Safety Plan.	Chris Luebbert	Ongoing	Ongoing
XI.3	Evaluate all countermeasures for their impact on reducing motorcycle crashes, injuries, and fatalities.	Yes.	Set up meeting with Leanna Depue to determine which countermeasures can or cannot be evaluated	Chris Luebbert	May 1, 2010	ongoing

	<b>Impaired Driving Assessment Recommendations</b>					
	<b>Recommendation</b>	<b>Will recommendation be added</b>	<b>Tasks to be completed</b>	<b>Assigned to</b>	<b>Target date</b>	<b>Current Status</b>
<b>I</b>	<b>PROGRAM MANAGEMENT AND STRATEGIC PLANNING</b>					
1A1	Ensure adequate, broad-based representation from all critical individuals and organizations on the Executive Committee of the Missouri Coalition for Roadway Safety	Yes	Submit for EC vote, an additional duty (in the MCRS Purpose & Procedural Guidelines) requiring the EC Chair to conduct a yearly review of the membership list to determine existing vacancies and assure such vacancies are filled in a timely manner, consider new additions to EC, and fill all vacancies	Leanna Depue, Executive Comm. Chair	12/3/2009	Subcommittee has changed chairs and filled any vacancies
1A2	Expand local law enforcement task forces to provide statewide coverage	Yes	Look for opportunities to promote the idea of local task forces	HS Law Enforcement program staff	Ongoing	We have expanded on existing task forces and have broadened work with regional coalitions.
1A3	Strengthen and support regional coalitions so all are operating at a minimal level of effort	Yes	Conduct information-sharing meetings with regional coalition representatives and attend regional coalition meetings to provide support and share information from the state level	Highway safety program staff liaisons who are assigned to the regional coalitions	As regional coalition meetings are set	Ongoing
1A4	Provide active and participatory traffic safety liaison with state and local prevention coalitions	Yes	Assign appropriate staff to serve as members on prevention coalitions and attend scheduled meetings.	Leanna Depue and Bill Whitfield	Ongoing	Ongoing
<b>Strategic Planning</b>						
1B1	Expedite the completion of the state strategic plan for impaired driving including goals, objectives, strategies, and initiatives for a systematic approach.	Yes	State Impaired Driving Strategic Plan is complete and has been disseminated	Jackie Rogers, HSD Alcohol Program Coordinator	1/22/2010	Done
1B2	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of the plan under contract with data nexus	STRCC	9/30/2010	Final plan complete
<b>Program Management</b>						
1C1	Analyze and use impaired driving system-related data such as arrests, convictions, and BAC levels in the State's problem identification process.	Yes	Collect data submitted from grantees into the REJIS grants management system	HS Law Enforcement program staff	As activity reports are submitted	Ongoing, DPS recently received a grant that will make this easier.
1C2	Develop a highway safety program management manual including a routine procedure to incorporate and implement updates.	No, staff time is not available to develop another manual. This information is available to staff, just not in a single source.				
<b>Resources</b>						
1D1	Legislate an increased fee and/or fine structure in the State requiring that the money received be placed in a dedicated fund to reduce the increasing gap between available resources and the State's impaired driving needs.	No, the Missouri constitution requires that all penalties, forfeitures, and fine be distributed annually to schools.				
1D2	Pursue additional corporate/business sponsorships and support of events, programs, and campaigns.	Yes	Define specific events/programs/campaigns for which sponsorship will be pursued and avoid conflicts of interest	MoDOT CR staff, MCRS PI committee, Blueprint regions	1/31/2010	Ongoing
1D3	Enhance state legislation, particularly regarding administrative license revocation and high BAC, to meet the criteria for Section 410 funds.	Yes	Lobby for legislation with provisions addressing repeat offenders, high BAC, refusals, ignition interlock, DWITS, expungement, SIS	MoDOT GR staff and MCRS legislative subcommittee	Ongoing	HB 480 passed in the 2012 Legislative session to enhance ignition interlock use
1D4	Continue to plan and implement activities to use carry-over funds.	Yes	Work with grantees to ensure projects are implemented on time, notify HS Director and Program Manager when sources need expending, and provide a list of old funding sources that need to be processed for next year's budget	HS program staff, HS financial staff, MCRS Regional Coordinators	Ongoing	Ongoing
1D5	Continue to provide state funds to all the regional coalitions to support local efforts in traffic safety.	Yes	Submit request for SM Director to support coalitions within the annual HS budget requests	Leanna Depue and HS financial staff	Annually (May - September)	Ongoing
<b>II</b>	<b>PREVENTION</b>					

2A1	Increase the state excise tax on alcoholic beverages and dedicate it to prevention, intervention, and treatment of impaired driving and alcohol abuse.	Yes	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A2	Enact restrictions on alcohol promotions such as Happy Hours	No - state regulation 11 CSR 70-2.2405G - regulates advertising as an inducement to purchase intoxicating liquor or nonintoxicating beer. See paper copy in file for further info.	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A3	Enact full dram shop statutes	No, not enough legislative support. We need to focus our legislative efforts in other areas.				
2A4	Enact social host liability statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A5	Enact comprehensive open-container statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A6	Increase Division of Alcohol Control budget resources	No, \$200 million was cut from ATC's budget, resulting in the loss of 200 full-time and 500 part-time state employee positions. Therefore, we cannot expect the legislature to increase funding to ATC				
2A7	Continue to encourage all alcohol sales and service establishments to display educational information to discourage impaired driving.	Yes - see paper documentation in file	To the extent possible, we will continue to design, produce educational information and distribute them.	MoDOT CR staff	Ongoing	Ongoing
2A8	Continue to educate the public on underage drinking and irresponsible consumption of alcohol.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff	Ongoing	Ongoing
<b>Transportation Alternatives</b>						
2B1	Continue to support designation of a non-drinking driver in any designated driver promotional material.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff and CHEERS coordinator	Ongoing	Ongoing
2B2	Assure that designated driver and safe ride programs avoid any consumption by underage individuals or unintentional enabling of over-consumption	Yes	Continue to produce CHEERS materials that clearly define a designated driver and review CHEERS materials to add information on responsible, limited drinking	CHEERS coordinator (Jessica Schlosser) and Carrie Wolken	Ongoing	Ongoing
2B3	Establish a partnership between public transportation and traffic safety to identify and implement opportunities in the Kansas City and St. Louis metro areas where transit may be able to assist with safe rides home	No, because of workloads of the individuals in the MoDOT districts or the HS division to whom this responsibility would be directed; the MCRS regional contacts have indicated that private transit agencies (e.g., cab companies) have implemented such programs but they are often limited to operation on holidays and/or during special events				
<b>Community-Based Programs</b>						
2C11	Include impaired driving issues in Missouri Health Education Grade Level Expectations	No, because of the time and funding needed to develop curriculum materials and there is no guarantee that school districts would use the materials since DESE does not have control over school districts' curriculum.				

2C12	Establish youth-led school-based impaired driving, underage drinking and traffic safety prevention programs in schools throughout Missouri.	Yes	Continue to seek local schools willing to allow Think First presentations, Battle of theBelt, and Team Spirit in their schools.	Think First Director Michelle Gibler, Carrie Wolken, CR staff and Team Spirit Director - Sharee Galnore	Ongoing	Ongoing
2C13	Provide Drug Impairment Training for Education Professionals (DITEP) to school personnel throughout Missouri	Yes	Go through HSD grant process to implement the trainings	Jackie Rogers, HSD Alcohol Program Coordinator, MPCA	Ongoing	Ongoing
2C14	Incorporate non-use messages in college underage drinking and impaired driving prevention programs	Yes, to an extent	The college prevention programs funded by HSD grants are implemented through the University of Missouri-Columbia. They employ non-use messages as well as messages on reducing drinking.	Michelle Gibler, Carrie Wolken, CR staff	Ongoing	Ongoing
<b>Employers</b>						
2C21	Expand employer traffic safety programs to businesses throughout Missouri.	No, scarce resources do not allow this recommendation to be addressed.				
2C22	Provide current and accurate information to EAPs, employers, and those who provide employee safety programs.	Yes - see paper documentation in file	Compile listing of employers with employee safety programs, develop a toolkit of materials for use at these programs, inform employers of the toolkits' availability for these programs.	MoDOT CR staff, Michelle Gibler	Spring 2011	
<b>Community Coalitions &amp; Traffic Safety Programs</b>						
2C31	Provide sustainable support for local coalitions currently supported by Strategic Prevention Framework State Incentive Grants (SPF-SIG).	Yes, to an extent	Annual review of law enforcement grant applications	HS Law Enforcement program staff	Ongoing	Ongoing
<b>III CRIMINAL JUSTICE SYSTEM</b>						
3A1	Provide adequate funding for the instruments and scientific personnel for the programs of breath, blood, and other chemical testing to support the needed testing program and to allow adequate quality assurance	No, Such funding is determined by the State Legislature and is not under the control of the stakeholders who are responsible for pursuing this recommendation. The stakeholders, however, will certainly continue to encourage the Legislature to consider appropriating adequate funding for support of this program.				THS is utilizing some of the Section 164 Repeat Offender transfer funding to purchase new breath instruments for use across the state.
3A2	Require 10 days or less for turn-around time on testing results to allow prompt filing of charges for impaired driving	No, The Highway Patrol has opened an additional state lab with the hope of reducing the turn-around time down to 30 days. It would be unrealistic to believe Missouri could reduce the turnaround time to 10 days or less unless several additional state labs were established or the state or local governmental agencies were able to contract with outside laboratories; due to budgetary constraints, this seems highly				
3A3	Preempt the municipal ordinances regarding impaired driving by a comprehensive and clear statutory scheme of impaired driving laws.	Yes/Unknown - see paper documentation in file	To the extent that is politically feasible, the HSD will support legislative efforts in the DWI area. The passage of HB 1695 did address some key issues in DWI law.	Joni Smith, Leanna Depue, Jackie Rogers, and MoDOT GR staff	Ongoing	Ongoing
<b>Enforcement</b>						
3B1	Continue the many multi-jurisdictional law enforcement saturations, checkpoints, and operations.	Yes	Continue to encourage law enforcement agencies to participate in these mobilizations.	HS Law Enforcement program staff	Ongoing	Ongoing

3B2	Place more emphasis on reducing underage crashes involving alcohol or drugs.	Yes	Increase resources available to investigate, prosecute, sanction and track "minor in possession" violations (including LE training, increased awareness of available resources; grant-writing workshops for LE; improved coordination of efforts & increased oversight; increased resources to agencies to enforce underage drinking laws); Promote the establishment of a Governor's Taskforce focused on underage drinking issues; Expand the use of Teen/Youth Courts for juvenile offenders to allow jurisdiction for MIPs; Plan, implement, fund, and assess an evidence-based educational intervention program designed to reduce underage impaired driving	Carrie Wolken, Jackie Rogers, MCERS Impaired Driving Subcommittee	Ongoing	Ongoing
3B3	Require National Highway Traffic Safety Administration/ International Association of Chiefs of Police (NHTSA/IACP) training standard be used for all Standardized Field Sobriety Testing training. Each training academy and agency must be required to use the latest version of the NHSTA/IACP curriculum	No, Highway Safety does not have the ability to "require" the academies/agencies use the latest curriculum unless it is mandated in statute. However, all of the POST certified academies are using the latest version of the curriculum and will continue to do so.				
3B4	Require a proficiency examination as part of the Standardized Field Sobriety Test (SFST) in-service update every two years for SFST practitioners and instructors.	Yes - instructors No - practitioners	Maintain database of SFST instructors and notify them every two years of the need to update their certification	Tracey Durbin, MO Safety Center	Ongoing	Ongoing
3B5	Expand the number of Drug Evaluation and Classification training classes.	Yes	Allocate funding for these classes and promote participation in them among law enforcement agencies	Jackie Rogers	Ongoing	Ongoing
<b>Publicizing High Visibility Enforcement</b>						
3C1	Evaluate impaired driving media campaigns to gauge the effectiveness in altering public awareness, attitude, and behavior.	Yes	Review analysis of teen comments on digital venues and track number of impaired driving traffic crashes, fatalities and disabling injuries following major impaired driving campaigns (e.g., You Drink, You Drive, You Lose)	ThinkFirst Missouri and CR staff	Ongoing	Ongoing
3C2	Continue developing coalitions with the public sector to maximize support, involvement, and private funding	Yes	The Missouri Coalition for Roadway Safety is comprised of 10 regional coalitions representing the entire state. The individual coalitions meet on a regular basis and the entire coalition meets periodically to share successes, information, and ideas. While there is not a move afoot to continue developing coalitions (since they already exist and all are active), the coalitions will, however, continue promotion of their efforts locally and invite involvement by any and all stakeholders and seek private funding sources to support their local efforts whenever possible.	MCERS	Ongoing	Ongoing
<b>Prosecution</b>						
3D1	Develop a strategic plan to streamline and improve the prosecution of impaired driving offenses.	Yes/Unknown - see paper documentation in file	Continue building on successes achieved by HB 1695 to achieve outcomes established in strategic plan.	MCERS Impaired Driving Subcommittee, TSRP & Jackie Rogers	Ongoing	Ongoing
3D2	Engage prosecutors from across the State, including counties of all sizes, in the planning and implementation of the strategic plan.	Yes/Unknown - see paper documentation in file	Continue building on successes achieved by HB 1695 to achieve outcomes established in strategic plan.	MCERS Impaired Driving Subcommittee & Jackie Rogers	Ongoing	Ongoing
3D3	Comply with the NHTSA guidelines established for the Traffic Safety Resource Prosecutor (TSRP).	Yes	Continue to incorporate NHTSA's guidelines within the TSRP contract.	Jackie Rogers	Ongoing	Ongoing
<b>Adjudication</b>						

3E1	Continue to work with and support Office of State Courts Administrator (OSCA) with the development and deployment of the court data systems.	Yes	Conduct periodic meetings to address this issue, Continue expansion of the Justice Information System, Reduce the timeframe it takes Municipal Courts to transfer record of conviction and case transfers	STRCC and OSCA	Ongoing	Ongoing
3E2	Require courts to timely, completely, and accurately report their data to Office of State Courts Administrator (OSCA) or be barred from hearing impaired driving offenses.	No, State courts have the ability to collect and report their data to OSCA nightly and are complying with this requirement. One of the provisions of HB 1695 requires all law enforcement, prosecutors, and courts report to the DWI Tracking System at the state Highway Patrol. This has the potential of resolving this problem. It is important to note, however, that not all municipal courts have the computer capability to comply. The highway safety division is currently under contract with OSCA to bring additional municipal courts online in order to allow electronic reporting, but this contract will only support 20 additional courts.				
3E3	Support judicial education programs using the research on alcohol screening, intervention and treatment from National Institute on Alcohol Abuse and Alcoholism (NIAAA).	Yes	HB 1695 addressed this issue through DWI court provisions. The Impaired Driving subcommittee will continue to implement its Strategic Plan that includes supports judicial education programs.	Jackie Rogers, MCRS Impaired Driving Subcommittee	Ongoing	Ongoing
<b>Administrative Sanctions and Driver Licensing Programs</b>						
3F11	Enact legislation requiring ignition interlocks on the offender's vehicle(s) until a qualified professional has determined that the licensee's alcohol and/or drug use problem will not interfere with their safe operation of a motor vehicle.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F12	Implement other DWI deterrents such as impoundment of or markings on the license plate, or impoundment, immobilization or forfeiture of the vehicle(s), of repeat offenders and individuals who have driven with a license suspended or revoked for impaired driving.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F13	Lengthen suspension times for DWI convictions and administrative suspensions.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
<b>Programs</b>						
3F21	Enact legislation to make alcohol server training mandatory.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F22	Include 18-20 year old drivers in primary enforcement of safety belt use laws for young novice drivers.	No, it has been common practice in Missouri to enact laws that apply to minor. Once this has been accomplished, it is exceedingly difficult to attempt to get such a law passed to encompass all ages of drivers/passengers. It was the determination of the Impaired Driving Subcommittee, therefore, to support a primary seat belt law for everyone (all ages) and nothing less.				

<b>IV</b>	<b>COMMUNICATION PROGRAM</b>					
1	Make use of state-of-the-art techniques, such as online querying, to assist in the development and testing of campaign themes and media materials	No, campaigns are monitored or tracked to some extent by the number of "click throughs" on the website.				
2	Develop and implement a driver survey to provide pre- and post- data on driver awareness, knowledge, attitudes, and behavior	No, no funding.				
3	Work with various population groups to develop and provide impaired driving information to Missouri's ethnic, cultural, and linguistically diverse populations	No, no funding.				
<b>V</b>	<b>ALCOHOL AND OTHER DRUG MISUSE</b>					
5A11	Conduct an evaluation of SATOP services and complete a management review of its operations.	Yes	Present Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and implement those strategies	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
5A12	Complete a strategic planning process for SATOP with its justice and traffic partners	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
<b>Medical or Health Care Settings</b>						
5A21	Train emergency room physicians, nurses and other treatment staff in the methods of Screening and Brief Intervention.	No, due to restrictions of the Alcohol Exclusion Law				
5A22	Implement Screening and Brief Intervention techniques in emergency rooms and other settings in Missouri	No, due to restrictions of the Alcohol Exclusion Law				
5A23	Repeal the alcohol exclusion statute and prohibit insurance companies from denying coverage to individuals injured as a result of impairment.	Unknown	Depends on the political climate.			
<b>Treatment and Rehab</b>						
	None					
<b>Monitoring Impaired Drivers</b>						
5C1	Provide more effective monitoring of offenders by Substance Abuse Traffic Offender Program (SATOP) prior to their seeking license restoration and during court ordered supervision periods	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
<b>V1</b>	<b>PROGRAM EVALUATION AND DATA</b>					
6A1	Require law enforcement participation in Driving While Intoxicated Tracking System (DWITS).	Yes/Unknown - see paper documentation in file	HB 1695 does require all jurisdictions to enter DWI arrest and case information into the Missouri State Highway Patrol's Driving While Intoxicated Tracking System (DWITS) to strengthen the tracking of DWI offenders. (Grant funding could be withheld from agencies that fail to report.)	Jackie Rogers and Joni Smith	Ongoing	Ongoing



6A2	Require DWITS participation as a requirement for receiving impaired driving funding.	Unknown/Yes	Some law enforcement agencies do not have the capability to electronically submit the data. For other agencies, they may have a proprietary or antiquated computerized records system that will not allow their system to "link" with another. They have indicated that this will require their officers or records clerks to encode double and sometimes triple entries into their various systems (requiring more work and more personnel time/costs). They have indicated this would be an unfunded mandate.			
6A3	Conduct several different types of evaluations to effectively measure progress, to determine effectiveness to plan and implement new program strategies and to ensure that resources are allocated appropriately	Yes	Assess evaluation methods prior to implementing strategies within the MO Impaired Driving Strategic Plan and instruct HSD staff to incorporate varying methods of evaluation into HSD contracts	MCRS Impaired Driving Subcommittee and HSD staff	Ongoing	Ongoing
6A4	Continue projects to improve traffic data collection in the State and use these data to properly evaluate programs.	Yes	Data collection is an ongoing process and is used for evaluation purposes when possible	HSD Staff	Ongoing	Ongoing
6A5	Distribute Annual Report information to as wide of an audience as possible including, but not limited to, posting on the Missouri Department of Transportation website, issuing press releases regarding highlights and success stories, and including in highway safety program presentations.	Yes	Query other states to see if, and how, they are making this happen and determine which programs/projects to highlight. Set up a brainstorming session on ways to promote successes	Pam Hoelscher	1/1/2010	Done
6A6	Include evaluation as an integral part of the planning process for the Highway Safety Plan & Performance Plan.	Yes	Include Performance Measures in 2010 HSP & Performance Plan	Joni Smith	1/1/2010	Done
<b>Data and Records</b>						
6B1	Develop the capability for law enforcement to electronically submit crash reports into the Statewide Traffic Accident Reporting System (STARS) system.	Yes	Currently being worked on by State Traffic Records Coordinating Committee. Work with local LEAs to identify their current system and determine the potential for those systems to be modified for electronic transfer of crash report data.	STRCC & MSHP	9/30/2010	Ongoing
6B2	Complete the Regional Justice Information Service (REJIS) pilot.	Yes	Town and Country pilot, implement statewide	STRCC	9/30/2010	Done
6B3	Add the Automated Law Enforcement Response Team (ALERT) program to the Statewide Traffic Accident Reporting System (STARS) system.	No, KC data cannot be transferred automatically to MULES.				
6B4	Develop a method to transfer Automated Law Enforcement Response Team (ALERT) data automatically into Missouri's statewide Missouri Uniform Law Enforcement System (MULES) network.	No, ALERT does not have this capability.				
6B5	Upgrade the Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly and require all law enforcement agencies to enter data into the system..	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	Randy Silvey	Ongoing	Ongoing
6B6	Resolve vehicle data barriers that prevent linkage with driver or crash data and link these data files.	Yes	To the extent funding is available, these data barriers will be addressed.	STRCC, DOR, MSHP	Ongoing	Ongoing
6B7	Record the original charge for citations issued to motorists on the driver history.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information.				
6B8	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of Plan under contract with Data Nexus	STRCC	9/30/2010	Ongoing

6B9	Increase membership on the Traffic Records Coordinating Committee to include stakeholders outside state government.	Yes	The TRCC would welcome participation from outside state government (and currently has members from Mid America Regional Council in Kansas City and NHTSA), they are not actively seeking additional membership.	STRCC	Ongoing	Ongoing
<b>Information &amp; Records Systems</b>						
6C1	Make the original traffic charge part of the driver history thus allowing analysis of plea downs, deferred prosecutions, and other reductions in charges.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information				
6C2	Continue development of Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly.	Yes	MSHP has taken the lead on this and will continue their efforts.	MSHP	Ongoing	Ongoing
6C3	Require all law enforcement agencies to enter data into the system (DWITS)	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C4	Require the municipal courts to enter their data into the Judicial Information System (JIS) or be barred from adjudicating impaired driving offenses.	Unknown	This depends on legislation and funding.	Joni Smith, LE staff	Ongoing	Ongoing
6C5	Expand the user friendly Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) to create a full citation tracking system.	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C6	Maintain a complete driving history of impaired drivers including all prior offenses and initial charges.	Unknown	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this. Track and review all impaired driving legislation for 2010.	MSHP/STRCC/Jackie Rogers	Ongoing	Ongoing

Standardized Field Sobriety Testing Assessment Recommendations								
Number	Recommendation		Will recommendation be addressed?		Tasks to be completed	Assigned to	Target date	Current Status
Program Administration								
I. 1	Assemble an advisory panel to include, but not limit to, law enforcement, prosecution, judiciary and toxicology to oversee the statewide SFST program.		Yes			Jackie Rogers		A DRE/SFST Advisory Committee has been established
I. 2	Establish a Law Enforcement Liaison (LEL) position. The LEL position can assist with improving communication between law enforcement agencies involved in Missouri SFST program.		No			Chris Luebbert, Jeremy Hodges, Vacant Position		THS staff has three staff members who work with specific law enforcement agencies in the state
I. 3	Establish a State SFST Coordinator to coordinate all SFST training to maintain standardization to the program. The SFST Coordinator shall not be involved in the delivery of the curriculum package.		Yes			Tracey Durbin, Missouri Safety Center		Missouri Safety Center coordinates the SFST program in the state and works with the Advisory Board
I. 4	The Highway Safety Division convenes a meeting with all training academy coordinators to discuss and resolve issues regarding the use of properly trained and updated SFST instructors.		No					Training Academies are using the most current SFST manual
I. 5	Develop and maintain a database of SFST practitioners and instructors across the State. This database should include, but not be limited to, dates of SFST course completion, date of last SFST update, date of last SFST proficiency and date new course materials/revisions received. This will help ensure that the most recent revision of materials are being used which should lead to acceptance of your States courts.		Yes			Tracey Durbin, Missouri Safety Center		The Missouri Safety Center maintains a listin of SFST instructors and practitioners

Program Operation								
II. 1	The NHTSA/IACP SFST curriculum should be followed and delivered in the same manner across the State, regardless of who may be delivering the training. Any existing curriculum prior to the 2006 revision should be filed for reference and their use discontinued. Additional SFST training materials may be requested through the NHTSA Central Region Office.		Yes					
II. 2	Develop and maintain an open line of communication between all Missouri SFST and DRE Instructors through the use of a State Coordinator, allowing access to all training delivered, materials used and other pertinent information, so that consistency in the Missouri SFST training can be established and maintained. The SFST coordinator and the DRE coordinator must work closely together to achieve effective communication and standardization.		Yes			Tracey Durbin, Missouri Safety Center		Tracey Durbin with the Missouri Safety Center serves as both the SFST and DRE coordinator for the state and works with the advisory board
II. 3	Develop and implement a SFST course schedule consistent with the contents contained in the Administrator's Guide of the SFST curriculum to maintain statewide standardization.		Yes					
II. 4	Establish a procedure for an in-service update every two years for SFST practitioners and SFST instructors. This update should include a proficiency examination.		Yes			Tracey Durbin, Missouri Safety Center		Tracey works with the advisory board to provide update training for both SFST instructors and practitioners as well
II. 5	Promote and utilize the National Sobriety Testing Resource Center web-site ( <a href="http://www.sobrietytesting.org">www.sobrietytesting.org</a> ) to gain access to current SFST information.		Yes					

Program Prosecution & Adjudication								
III. 1	Include prosecutors and DOR hearing officer's in SFST and DRE training to better enable them to understand and apply the technologies of detecting alcohol and drug impaired drivers in court.		Yes			Susan Glass, Traffic Safety Resource Prosecutor		Susan provides training to prosecutors across the state
III. 2	Encourage pre-trial conferences in all DWI cases.							
III. 3	Reestablish the use of the National Judicial College to help with educating judges in the detection of alcohol and drug impaired drivers.		Yes			Jackie Rogers		The Office of State Court Administrator provides training to judges across the state and offers judges the
III. 4	Provided training for prosecutors in the effective prosecution of alcohol and drug impaired drivers. These courses include the following: 1. Prosecuting the drugged driver, 2. Standardized field sobriety testing, 3. Introduction to drugged driving, 4. Drug evaluation and classification (DEC), 5. Protecting lives/saving futures		Yes			Susan Glass, Traffic Safety Resource Prosecutor		Susan provides the training mentioned to prosecutors across the state
III. 5	Expand the number of DWI Courts to other counties and jurisdictions.		Yes			Jackie Rogers		THS funding is utilized to expand DWI Courts in the State

	<b>Traffic Record Assessment Recommendations</b>						
	<b>Recommendation</b>		<b>Tasks to be completed</b>	<b>Assigned to</b>	<b>Target date</b>	<b>Current Status</b>	
<b>REC #</b>	<b>State-Wide recommendations</b>						
1	<b>Traffic Records System Management</b>						
	<b>Traffic Records Coordinating Committee</b>						
1. 1	Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.						
1. 2	Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication <i>Model Performance Measures for State Traffic Records Systems</i> .						

	<b>Strategic Plan</b>						
1. 3	Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.						
1. 4	Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan.						

1. 5	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's <i>Model Performance Measures for State Traffic Records Systems</i> .						
1. 6	Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
	<b>Data Integration</b>						
1. 7	Create, Maintain, and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data						



	element fields, their definitions, and locations within the various component systems as outlined in the <i>Advisory</i> .						
1. 8	Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.						
	<b>Data Uses and Program Management Status</b>						
1. 9	Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.						
1. 10	Develop a centralized data warehouse of commonly requested datasets.						

2	<b>TRAFFIC RECORDS SYSTEM COMPONENTS</b>						
	<b>Crash Data Component</b>						
2. 1	Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.						
2. 2	Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.						

2. 3	Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.						
2. 4	Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.						
2. 5	Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.						

2. 6	Continue efforts with the TRS community to integrate the crash file with other TRS components.						
2. 7	Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.						
2. 8	Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.						
	<b>Roadway Data Component</b>						
2. 9	Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst. This strategy should be						

	presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
2. 10	Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).						
2. 11	Accelerate current efforts to include more roadway features data for local roads in the TMS.						
	<b>Driver Data Component</b>						
2. 12	Consider issuing a distinctive driver license to drivers required to operate IgnitionInterlock equipped vehicles.						

2. 13	Encourage broader participation by courts to report disposition information electronically.						
2. 14	Consider reporting crash information on the driver histories of all drivers involved in a crash.						
2. 15	Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.						
2. 16	Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	<b>Vehicle Data Component</b>						
2. 17	Consider implementing an AAMVA standard barcode on registration documents to						

	promote complete and accurate data transfer to other traffic records systems.						
2. 18	Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.						
2. 19	Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	<b>Citation/Adjudication Data Component</b>						
2. 20	Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.						
2. 21	Continue development of canned statistical reports in JIS.						

2. 22	Promote the expanded use of the LETS and FATPOT citation modules.						
2. 23	Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.						
2. 24	Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.						
	<b>Statewide Injury Surveillance System (SWISS) Data Component</b>						
2. 25	Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.						
2. 26	Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.						



2. 27	Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.						
2. 28	Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.						
2. 29	Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.						
2. 30	Support and expand the use of linked data for program evaluation activities.						
2. 31	Continue representation by the Bureau of Emergency Services on the TRCC.						
2. 32	Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.						



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**Section 405  
Grant Program  
FY 2014  
Applications**

*Missouri Department of Transportation  
Traffic & Highway Safety Division  
P.O. Box 270  
Jefferson City, MO 65102  
573-751-4161 or 800-800-2358*



***Missouri***  
***Section 405 Grant Program***  
***FY 2014 Applications***

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**Appendix D to  
Part 1200 –  
Certifications and  
Assurances for  
National Priority  
Safety Program Grants  
(23 U.S.C. 405)**





**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Missouri

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

06-24-13

Date

**David B. Nichols, Director**

Printed name of Governor's Representative for Highway Safety

---

**Instructions:** *Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.*

---

☐ **Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** [Fill in *all* blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # \_\_\_\_\_.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # \_\_\_\_\_.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # \_\_\_\_\_.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # \_\_\_\_\_.

**Lower Seat belt Use States:** [Check *at least 3 boxes* below and fill in *all* blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- ☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_.
- ☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_.
- ☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.
- ☐ The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- ☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_\_\_;

**OR**

- ☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

☐ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in **at least one** blank for each bullet below.]*

- A copy of [*check one box only*] the ☐ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - The name and title of the State's Traffic Records Coordinator is \_\_\_\_\_.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - [*Check one box below and fill in **any** blanks under that checked box.*]
    - ☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_.
  - OR**
  - ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # \_\_\_\_\_.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on \_\_\_\_\_.
-

☐ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

- [Check **one box** below and fill in **any** blanks under that checked box.]
  - ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR**
- ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**High-Range State:**

- [Check **one box** below and fill in **any** blanks under that checked box.]
  - ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;
- OR**
- ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check **one box** below and fill in **any** blanks under that checked box.]
  - ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** [*Fill in **all** blanks below.*]

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

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☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in **all** blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
  
  
  
  
- Definition of covered wireless communication devices:
  
  
  
  
  
- Minimum fine of at least \$25 for first offense:
  
  
  
  
  
- Increased fines for repeat offenses:
  
  
  
  
  
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  
  
  
  
  - Driver license testing of distracted driving issues:
  
  
  
  
  
  - Minimum fine of at least \$25 for first offense:
  
  
  
  
  
  - Increased fines for repeat offenses:
  
  
  
  
  
  - Exemptions from youth cell phone use ban:
-



☐ **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in any blanks under those checked boxes.]*

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # \_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # \_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # \_\_\_\_\_.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

**Legal citation(s):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

**Legal citation(s):**

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.

---

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:

**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (*Check **one box** below and fill in **any** blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

**Legal citation(s):**

**OR**

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

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**Section 405(b)**

**Occupant  
Protection Grant**

**23 CFR 1200.21 MAP-21, Section 405(b)**  
**Occupant Protection Grants**  
**Appendix D Part 1**

**i. Occupant Protection Plan**

This Occupant Protection Plan describes programs and strategies the State will implement to achieve a reduction in fatalities and injuries on Missouri public roads. Due to a substantial backlog of crash reports, Missouri's 2012 crash file has not been finalized and closed. As a result, the FY 2014 405 Application references crash statistics only through 2011.

A substantial number of occupants killed in 2009-2011 Missouri traffic crashes were not wearing safety belts. In fatal crashes where safety belt usage was known, 67.8 percent of the people who died were not buckled up. Of those seriously injured, 35.8 percent were not belted. Conversely, of those not injured, 722,486 were wearing a safety belt. When just looking at young people between the ages of 15-20, 76.4 percent of those who died were not buckled up.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2009-2011 Missouri crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 30.4 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to 1 in 1,418 if the driver was wearing a safety belt. Ejection from the vehicle at the time of the crash increases the probability of death or serious injury. In known cases of those occupants killed who were totally ejected from the vehicle, 92.3 percent were not wearing safety belts and of those partially ejected, 88.7 percent were not belted.

The Highway Safety Office conducts two annual Safety Belt Observational Surveys. In 2012, the General Survey had 119,474 observations collected at 460 sites in 23 counties. The teen survey was conducted at 150 high schools in 92 counties resulting in a total of 29,817 observations of which 15,555 were teens. The chart below shows the safety belt use rates for the past 5 years.

Percent of Safety Belt/Passenger Vehicle Restraint Use by Year					
Year	2008	2009	2010	2011	2012
General Survey	76%	77%	76%	79%	79%
Teen	62%	61%	66%	67%	66%



Communication is vital in Missouri's overall efforts to change public behavior in safety belt use. Missouri utilizes paid media, social media, and earned media. In an effort to ensure a comprehensive occupant protection plan, strategies to improve the number of people buckling up in an age appropriate restraint are in Missouri's Strategic Highway Safety Plan (SHSP - Missouri's Blueprint to Save More Lives), Highway Safety Plan and Performance Plan (HSP) , and the MCSAP Commercial Vehicle Safety Plan (CVSP).

The following is information from each of these Plans that are implemented throughout the State with the goal of increasing safety belt use thus reducing the number of people killed or injured in traffic crashes.

### **Missouri Blueprint to Save More Lives**

The Executive Committee of the Missouri Coalition for Roadway Safety provides leadership, guidance and overall direction of Missouri's SHSP. Missouri's SHSP provides overall direction to our state's highway safety program and includes our new statewide fatality reduction goal of 700 or fewer fatalities by 2016. The document contains a list of nine strategies having the greatest potential to save more lives and reduce serious injuries. Increasing Safety Belt Use is one of the nine strategies and encourages the passage of a primary safety belt law, increasing the number of communities passing primary safety belt ordinances, and increasing the fine for non-use of a safety belt under the current law.

In addition, Unrestrained Drivers and Occupants is a Focus Area under Emphasis Area II – High-Risk Drivers and Unrestrained Occupants. The following is the list of strategies for this Focus area. In addition, at the end of the list of strategies are the performance measures that will be tracked to monitor progress.

#### **Education**

- Continue to educate law enforcement about the Graduated Driver License (GDL) statute and it's provision that allows safety belt enforcement as a primary violation
- Educate GDL recipients about the mandatory safety belt use component of the law
- Educate parents, caregivers, and grandparents about proper selection and installation of child safety and booster seats
- Recruit/certify more law enforcement officers as Child Passenger Safety Technicians

- Continue to expand public information and education campaigns to educate the general public and target groups (pickup truck and teen occupants) about the importance of occupant protection
- Expand numbers of child safety seat inspection stations and certified Child Passenger Safety Technicians

### **Enforcement**

- Aggressively enforce the occupant protection component of the GDL law
- Aggressively enforce the child safety seat and booster seat laws
- Encourage law enforcement to enact a zero tolerance policy when enforcing the secondary occupant protection law
- Increase the emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs (STEP)

### **Engineering**

- Increase use of message boards and signs that encourage restraint use

### **Public Policy / Other**

- Enact a primary safety belt law
- Expand the number of local primary safety belt ordinances

### **Performance Measures**

Rate of safety belt use statewide  
 Rate of safety belt use for teens  
 Rate of child safety seat use for children under 4 years of age  
 Rate of safety belt use for commercial motor vehicle drivers  
 Number of unbelted drivers killed in crashes  
 Number of unbelted teen drivers killed in crashes  
 Number of local primary safety belt ordinances

### **Highway Safety Plan and Performance Plan**

A section of the 2014 HSP is dedicated to Occupant Restraints. Occupant protection strategies in this document are divided into sections: Child Passengers, Teen Passengers/Drivers, and General Occupant Protection.

### **Child Passengers**

- Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use
- Maintain a state CPS Advisory committee and implement their recommendations where appropriate
- Conduct six certified Child Passenger Safety Technician classes statewide
- Certify an additional CPS instructor each year
- Maintain a statewide computer list-serve of CPS technicians and instructors
- Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids and the Traffic and Highway Safety Division
- Work with partners and with the media to garner support for annual CPS Week in September
- When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws
- Conduct Child Restraint Observational Survey every other year
- Conduct CPS enforcement and public awareness campaign during National CPS Week

### **Teen Passengers/Drivers**

- Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen safety belt observational survey in March/April
- Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers
- Promote the Never Say Never and Battle of the Belt youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience
- Develop youth safety belt public awareness materials with input from young drivers
- Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences and Reunion, ThinkFirst and the Young Traffic Offenders Program

### **General Occupant Protection**

- Conduct NHTSA-approved statewide safety belt observational survey on an annual basis
- Produce, promote and distribute educational materials addressing occupant protection laws, the importance of wearing safety belts all the time, and air bag safety
- Promote the Saved by the Belt survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience

- Conduct annual *Click It or Ticket* selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message
- Compliment annual *Click It or Ticket* campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts namely through press releases.
- Conduct paid media efforts and work toward continual increases in earned media efforts
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws
- Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.
- Provide motivational educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference

### **MCSAP Commercial Vehicle Safety Plan (CVSP)**

There are two program strategies in the MCSAP CVSP that address safety belt use by commercial vehicle drivers. Missouri conducts a Commercial Motor Vehicle driver safety belt use observational survey on a biannual basis. In 2010 the safety belt use rate was 80 percent which increased to 81 percent in 2012. Below are the program strategies included in the 2013 MCSAP CVSP.

Program Strategy:	Statewide public information/education and enforcement efforts will be conducted in an effort to increase the CMV driver safety belt use rate.
Program Activity Plan:	<p>Public Information and education FY 2013 efforts will include:</p> <ul style="list-style-type: none"> <li>• Information at State Fair</li> <li>• Information at MoDOT Motor Carrier Services office</li> <li>• Press Releases during <i>Operation Safe Driver</i></li> <li>• Safety Belt promotional information in the Motor Carrier Services <i>News on Wheels</i>, which is mailed to every carrier registered to operate in Missouri</li> <li>• Work with Missouri Trucking Association to share the safety message</li> <li>• Seatbelt use is discussed during Motor Carrier Services training sessions</li> </ul>

- Public education and awareness campaigns

Program Strategy: Safety belt enforcement projects will be conducted with a focus on observed safety belt violations which typically results in an inspection.

Program Activity Plan: Missouri State Highway Patrol, Kansas City Police Department and St. Louis Metropolitan Police Department (MCSAP) officers will maintain a zero tolerance policy on seatbelt enforcement involving commercial vehicle drivers on all CMV stops and inspections.

MoDOT Motor Carrier Services sends letters to carriers who employ a driver who received a seat belt violation. The letter reminds the carrier to encourage their drivers to Buckle Up and reminds them of the CSA and other consequences of not wearing a safety belt.

## **ii. Click It or Ticket Mobilization**

The state of Missouri has utilized the Click It or Ticket mobilization model for the past 10 years. Missouri will continue to use this model for future CIOT mobilizations.

The FY 2013 CIOT campaign funded local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 20 and June 2, 2013. Contract award amounts for enforcement include \$120,000.00 to the Missouri State Highway Patrol, \$188,000.00 to local cities and counties and \$170,000.00 for paid media. Missouri will also promote the 2013 CIOT campaign by issuing pre and post news releases to local media and requiring all participating agencies to notify local media about their participation in the 2013 CIOT campaign and their final results. All enforcement efforts will be coupled with an aggressive paid media campaign that will begin one week prior to the enforcement campaign and run through June 2, 2013. Missouri averages 170 participating law enforcement agencies for the CIOT national safety belt campaign.

### **Citations/Warnings Issued During the Click It or Ticket Mobilization Safety Belt Campaign**

<b>Year</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Participating Agencies	152	188	182	202	133
Hours Worked	13,114	19,219	11,031	15,722	6,079
Traffic Stops	19,397	30,417	27,072	28,905	18,523
Sobriety Checkpoints	3	25	12	21	5
DWI Arrests	218	375	207	386	147
Safety Restraint Citations	5,796	7,243	6,174	7,283	5,201
Child Passenger Citations	211	243	252	330	164
Felonies	110	187	96	97	74
Stolen Vehicles Recovered	9	46	8	4	4
Fugitives Apprehended	276	562	415	471	217
Suspended Licenses	616	1,114	835	1,377	850
Uninsured Motorists	1,569	2,339	2,338	3,311	2,303
Speeding	8,683	10,322	10,698	10,046	6,571
Reckless Driver	230	541	211	307	119
Drugs	115	241	183	176	84
Other	4,462	5,390	4,892	11,964	8,199

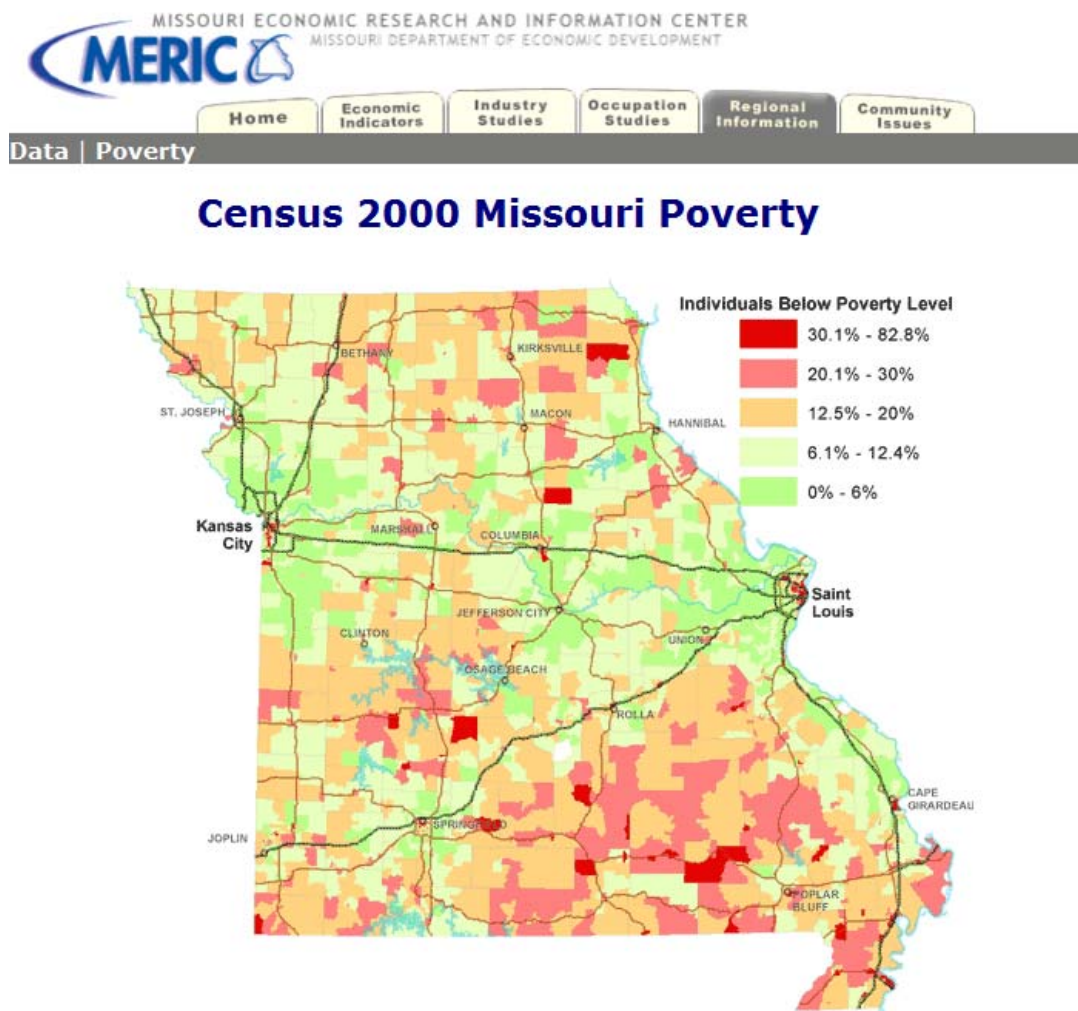
In 2012, MoDOT went through a 20% reduction in staff. The Office of Highway Safety staff was reduced by 6 FTEs. Of the 6 FTEs, 1 was dedicated to Occupant Protection efforts. This hampered our normal efforts towards the CIOT campaign. Data is still being compiled on 2013 CIOT campaign.

### iii. Child Restraint Inspection Stations

Missouri has an active network of 196 child restraint inspection stations. A copy of the list is attached to this report. There was no change in the total number of inspection stations from the 2013 MAP 21 application. There continues to be a minimum of at least one currently certified child passenger safety technician available in the designated counties to assist parents/caregivers with the proper procedures to install a child restraint safely. Inspection stations are omitted from the NHTSA website when/if there is no currently certified technician on staff to provide the service. Inspection stations not listed on the NHTSA website are not eligible to receive child safety seats provided by the Highway Safety Office.

These inspection stations are located around Missouri in areas that service the majority of the State's population and are able to show evidence of outreach to underserved areas. Of the 115 counties in Missouri (see separate map attached), 82 (or 71%) have one or more inspection stations that employ certified CPS technicians during posted working hours. These technicians are certified through NHTSA's Standardized CPS Course which qualifies them to provide education to parents or caregivers about the safest way for their children to travel. Although the map indicates 33 of the 115 counties do not have an inspection listed on the NHTSA website, it should be noted there is a certified CPS technician located in 10 of those 33 counties even though they are not connected to an inspection station, which would realistically bring the count up to 80% coverage statewide (if those technicians are considered).

There are inspection stations in approximately 65% of the locations with poverty level between 30-83% (see map below).



In counties without an inspection station, there are technicians who work in hospitals, departments of health, police departments, etc. who are not associated with an inspection station. Many of these technicians provide service to parents/caregivers who seek education on proper use of child safety seats even if they live in another county.

A child restraint is not necessarily provided by the inspection station each time. Parents sometimes only need assistance with technique or in making appropriate seat selection for their child. It is estimated that most Missouri inspection stations conduct an average of 300 child safety seat inspections per year. These inspections can be scheduled by parents during organized CPS check-up events or by making an appointment with a certified technician that can be located by accessing the NHTSA website.

Evidence of successful outreach can be demonstrated by the 3,000 plus child safety seats that were distributed by these inspection stations in 2013 to low income families per guidelines set forth by the MO CPS Advisory Committee (a committee that was formed in 2006 as a result of the Booster Seat law that passed). Guidelines established by the Committee spell out the terms and conditions of being eligible to receive child safety seats for low income families. Those guidelines are:

1. The agency must be listed as a NHTSA-approved check site with certified technicians on staff.
2. Child restraints must be distributed to families with an economic need.
3. If a donation is collected, then federal regulations regarding program income will be followed (Section 2011 of SAFETEA-LU Pub. L 109-59)
4. The agency will maintain records of the distribution(s) and donations collected.
5. All collected donations must be used to replace seats in a bonafide child car seat program. A certified CPS technician/instructor should supervise all child restraint distribution programs and ensure that adequate training based on the NHTSA standardized curriculum is provided to those distributing the selected seats. The certified technician should also ensure that appropriate training is provided to the recipients of the seats.

Successful outreach is also demonstrated by the steady increase in the child safety seat usage rate as observed during a CPS Survey conducted every other year. Since 2001, when the usage rate was 64%, Missouri has seen an increase each time the survey was conducted. The most recent survey reported a usage rate of 91%. Another survey is scheduled to take place in FY14.

At the end of each CPS training course provided through the Highway Safety office, instructors give a brief overview of the procedures to become an inspection station. Students are encouraged to talk with their employer/agency about the benefits of becoming an inspection station. The NHTSA form is provided to students so they can complete and submit it to the NHTSA contact. This process has been very successful in past years.



## Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
509 Security Forces	Ronal	Reed	1031 Vanderberg Ave, Ste 502B	Whiteman AFB	Johnson	MO	65305	660-687-2512
A Family's Place Chiropractic	Rayle	Jim	2404 State Hwy. 248	Branson	Taney	MO	65616	417-334-8828
Adair County Ambulance	Probst	Kat	606 W Potter	Kirksville	Adair	MO	63501	660-665-0000
Aftton Fire Protection District	Bryant	Mark	9282 Gravois Road	Aftton	St. Louis	MO	63123	314-631-1803 x 3
Barceda Families	Mann	Holly	100 E. 11th	Lamar	Barton	MO	64759	417-681-0065
Barceda Families	Mann	Holly	P.O. Box 790, 1202 S Ward, Suite A	Stockton	Cedar	MO	65785	417-276-4591
Bates County Health Center	Callahan	Sandra	501 N. Orange	Bulter	Bates	MO	64730	660-679-6108
Battlefield Fire Protection District	Dickey	Tom	4117 W. 2nd	Battlefield	Greene	MO	65619	417-881-9018
Bonne Terre Fire Department	Watson	Brian	520 N. Division St.	Bonne Terre	St. Francois	MO	63628	573-358-2200
Boonville Police Department	Roberts	Larry	401 E. Morgan St.	Boonville	Coopoe	MO	65233	660-882-2727
Butler County Community Resource Council	Chilton	Dalene	644 Charles St.	Popular Bluff	Butler	MO	63901	573-766-6130
Calhoun Early Childhood Center	Fusaro	Paula	409 S. College	Calhoun	Henry	MO	65323	660-694-0195
Callaway County Ambulance District	Ellis	Chuck	311 Hickman Ave	Fulton	Callaway	MO	65251	573-642-7260 x 17
Camdenton Police Department	Stradt	Melissa	437 West US Highway 54	Camdenton	Camden	MO	65020	573-346-3604
Cape Girardeau Safe Communities Program	Ware	Lynn	40 S. Sprigg Street	Cape Girardeau	Cape	MO	63703	573-335-7908
Cardinal Glennon Children's Medical Center, St. Louis County Department of Health	Hogan	Cathy	4000 Jennings Station Rd.	St. Louis	St. Louis	MO	63121	314-612-5770
Cardinal Glennon Children's Foundation, Safe Kids St. Louis	Hogan	Cathy	3800 Park Avenue	St. Louis	St. Louis City,	MO	63110	314-612-5770
Cardinal Glennon Children's Medical Center	Hogan	Cathy	1465 S. Grand	St. Louis	St. Louis	MO	63104	314-612-5770
Cardinal Glennon Children's Medical Center, United Service	Hogan	Cathy	4140 Old Mill Parkway	St. Peters	St. Louis	MO	63376	636-926-2700, Ext. 711
Cardinal Glennon Children's Medical Center, United Service	Hogan	Cathy	2025 Hanley Road	O'Fallon	St. Louis	MO	63368	314-612-5770
Carroll County Health Department	Brock	Judy	5 North Ely	Carrollton	Carroll	MO	64633	660-542-3247
Carter County Sheriffs Office	Jensen	Carla	15 Sycamore Street, P.O. Box 817	Van Buren	Carter	MO	63965	573-323-4510
Cass County Sheriffs Office	Tieman	Kevin	2501 W. Wall, Suite 100	Harrisonville	Cass	MO	64701	816-380-8320
Catholic Charities Community Services - St. Jane Center	Saunders	Jamie	8454 Glen Echo Dr	St. Louis	St. Louis	MO	63121	314-383-6539x104
Catholic Charities Community Services - Midtown Center	Nsoah	Alisha	1202 S. Boyle	St. Louis	St. Louis	MO	63110	314-534-1180
Cedar County Health Department	Ehlers	Jenean	1317 S. Highway 32	ElDorado Springs	Cedar	MO	64744	471-876-5477
Cedar County Health Department	Hillsman	Debbie	867 Owen Mill Rd	Stockton	Cedar	MO	65785	471-276-6416
Cedar Hill Fire Protection District	Shuster	Greg	6766 Cedar Hill Rd	Cedar Hill	Jefferson	MO	63016	636-285-3345
Chariton County Health Center	Naylor	Kathy	206 State St.P.O. Box 214	Keyteville	Chariton	MO	65261	660-288-3675
Charleston Parents As Teachers	Story	Andrea	604 S. Thorn St.	Charleston	Mississippi	MO	63834	573-233-6062
Chesterfield Police Department	Powers	Paul	690 Chesterfield Parkway West	Chesterfield	St. Louis	MO	63017	636-537-3000
Children's Mercy Hospitals & Clinics	Larimore	Phyllis	2401 Gillham Road	Kansas City	Jackson	MO	64108	816-234-3700
Citizens Memorial Hospital District	Albright	Joannah	1500 N. Oakland	Bolivar	Polk	MO	65613	417-328-6302
City of Berkeley Fire Department	Collier	Jeffery	8401 Airport Road	Berkeley	St. Louis	MO	63134	314-524-3566
City of Clayton Fire Department	Brooks-Maness	Kathy	10 N. Bemiston	Clayton	St. Louis	MO	63105	314-290-8485
City of Fulton Fire Department	Maxwell	Bob	1201 Westminster	Fulton	Callaway	MO	65251	573-592-3150
City of Rolla Fire and Rescue	Goebel	Jason	1490 E. 10th St.	Rolla	Phelps	MO	65401	573-364-3989
City of Rolla Fire and Rescue Station 2	Manley	Lynette	400 W. 4th St.	Rolla	Phelps	MO	65401	573-365-3989
Clearwater Ambulance District	Lyscas	Christopher	117 W. Fir St. #B	Piedmont	Wayne	MO	63982	573-223-7748
Columbia Fire Department	Atkins	Darla	201 Orr St	Columbia	Boone	MO	65201	573-874-7556
Community Fire Protection District	Peters	David	9411 Marlowe	Overland	St. Louis	MO	63114	314-428-1128
Connect the Tots Childcare	Neulinger	Donna	515 Keeton Rd	Rolla	Phelps	MO	65401	573-368-2912
Cox Health Medical Center South	Post	Rana	3801 S. National Avenue	Springfield	Greene	MO	65807	417-269-6784
Crawford County Health Department	Sikes	Karen	220 W. Main, P.O. Box 367	Steelville	Crawford	MO	65565	573-775-2555
Daviess County Health Department	Nicholas	Jackie	609 A. South Main	Gallatin	Daviess	MO	64640	660-663-2414
Dunklin County Health Department	Waggoner	Carol	410 Teaco Road	Kennett	Dunklin	MO	63857	573-888-9008
Economic Security Corp/Noel EHS	Brown	Gail	685 Johnson Drive	Noel	McDonald	MO	64854	417-475-7373

## Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Eureka Police Department	Werges	Jennifer	120 City Hall Drive	Eureka	St Louis	MO	63025	636-938-6601
Fayette Schools-Parents as Teachers Program	Holtwick	Nancy	702 Lucky St	Fayette	Howard	MO	65248	660-248-3686
Fenton Fire District	Cooper	Joel	845 Gregory Lane	Fenton	St. Louis	MO	63026	636-343-4188
Ferguson Fire Department	Artz	Ericka	106 Church	Ferguson	St. Louis	MO	63136	314-521-1117
Florissant Valley Fire Protection District	Tuley	Stephen	661 St. Ferdinand	Florissant	St. Louis	MO	63031	314-837-4894
Gapsch CARSTAR Collision Center	Bruce	Dawn	4709 Green Park Dr.	St.Louis	St. Louis	MO	63123	314-894-2322
Gladstone Public Safety FIRE/EMS	Duddy	Charles	6569 N. Prospect Avenue	Gladstone	Clay	MO	64119	816-454-4829
Grain Valley Police Department VIPS	Berend	Lynne	711 Main	Grain Valley	Jackson	MO	64029	816-847-6250
Grundy County Health Department	Westcott	Jennifer	1716 Lincoln	Trenton	Grundy	MO	64683	660-359-4196
Harrison County Health Department	Rucker	Christine	1700 Bethany Ave, Box 425	Bethany	Harrison	MO	64424	660-425-6324
Harrisonville Emergency Services	Cherri	Shawn	903 S. Commercial St.	Harrisonville	Cass	MO	64701	816-380-8952
Hazelwood Fire Department	Getz	Randy	6800 Howdershell Rd	Hazelwood	St. Louis	MO	63042	314-731-3424
Henry County Health Center	French	Gary	306 S. Second St.	Clinton	Henry	MO	64735	660-885-8193
Herculaneum Police Department	Iberg	Michael	#1 Parkwood Ct	Herculaneum	Jefferson	MO	63048	636-479-4791
Hickory County Health Department	Barger	Susan	201 Cedar	Hermitage	Hickory	MO	65668	417-745-2138
High Ridge Fire Protection District	Coleman	Roger	2842 High Ridge	High Ridge	Jefferson	MO	63049	586-2722
Holt County Health Department	Ohlensehlen	Debbie	108 S. Main	Oregon	Holt	MO	64473	660-446-2909
Howell County Health Department	Hicks	Dawn	180 S. Kentucky St	West Plains	Howell	MO	65775	417-256-7078
I-70 Auto Service	Sevart	Joe	3111 Stadium Dr	Kansas City	Jackson	MO	64128	816-921-0505
Independence Police Department	Edwards	Jim	223 N. Memorial Dr.	Independence	Jackson	MO	64050	816-325-7643
Iron County Childrens Division	McClanahan	Ashley	2202 Park Drive, P.O. Box 27	Ironton	Iron City	MO	63650	573-546-7463
Iron County Children's Division	Pendley	Connie	62143 Hwy 21	Ellington	Reynolds	MO	63638	573-663-3257
Jackson Fire and Rescue	Baugh	Stephen	503 S. Hope St.	Jackson	Cape	MO	63755	573-243-1010
Jefferson City Fire Department	Trapani	Anthony	305 E. Miller St.	Jefferson City	Cole	MO	65101	573-634-6401
Jefferson County Health Department	Cummings	Donna	405 Main Street	Hillsboro	Jefferson	MO	63052	636-789-3372 x 127
Joachim Plattin Emergency Medical Services	Neff	John	619 Collins Dr.	Festus	Jefferson	MO	63028	636-937-2224
Johnson County Community Health Services	Davis	Rhonda	429 Burkarth Rd.	Warrensburg	Johnson	MO	64093	660-747-6121
Joplin Health Department	Clark	Jan	321 E. 4th	Joplin	Jasper	MO	64801	417-623-6122
Kearney Fire and Rescue Protection District	Looper	Robert	201 E. 6th St.	Kearney	Clay	MO	64060	816-628-4122
Kearney Parents as Teachers	Crawford	Connie	2215 S. Campus Drive	Kearney	Clay	MO	64060	816-419-2214
Kirksville Fire Department	Schilling	Joe	401 N. Franklin Street	Kirksville	Adair	MO	63501	660-627-5513
Kirkwood Fire Department	Stratman	Dee	11804 Big Bend	Kirkwood	St. Louis	MO	63122	314-822-5844
Laclede County Health Department	Smith	Cathy	405 Harwood Ave.	Lebanon	Laclede	MO	65536	417-532-2134
Ladue Police Department	Hahs	Ray	9345 Clayton	St. Louis	St. Louis	MO	63124	314-993-1214
Lafayette County Health Department	Oetting	Donna	547 South 13 Highway	Lexington	Lafayette	MO	64067	660-259-4371
Lake Ozark Fire Protection District	Roden	Shane	1767 Bagnell Dam Blvd	Lake Ozark	Camden	MO	65049	636-795-2715
Lawrence County Health Department	Bradshaw	Tana	105 W. North Street	Mt. Vernon	Lawrence	MO	65712	417-466-2201
Lebanon Fire Department	Jordan	Andy	405 N. Adams	Lebanon	Laclede	MO	65536	417-532-2104
Lee's Summit Police Department	Cooper	Kendra	10 NE Tudor Rd	Lee's Summit	Jackson	MO	64086	816-969-1705
Liberty Fire Department	Radley	Larry	200 W. Mississippi	Liberty	Clay	MO	64068	816-439-4310
Liberty Public School	Brizendine	Tammy	9600 NE 79th	Kansas City	Clay	MO	64158	816-367-7026
Lincoln County Ambulance District	Danback	Michelle	1392 S. 3rd Street	Troy	Lincoln	MO	63379	636-528-8488
Lincoln County Health Department	Sitler	Lisa	#5 Health Department Drive	Lincoln	Lincoln	MO	63379	636-528-6117 ext. 405
Lincoln County Health Department	Sitler	Lisa	5 Health Department Drive	Troy	Lincoln	MO	63379	636-528-6117
Linn County Health Department	Dowell	Sharon	635 S. Main	Brookfield	Linn	MO	64628	660-258-7251
Livingston County Health Center	Taylor	Mary	800 Adam Drive	Chillicothe	Livingston	MO	64601	660-646-5506
Logan-Rogersville Fire Protection District	Talbert	Robert	3427 S. State Highway 125	Rogersville	Greene	MO	65742	417-753-4265
Luv-N-Tots, Inc	Rodgers	Peg	401 E. Shawnee	Bloomfield	Stoddard	MO	63825	573-568-2111
Macon County Health Department	Corbin	Stacy	503 North Missouri Street	Macon	Macon	MO	63552	660-385-4711
Magic House, St. Louis Children's Hospital	Klasek	Kelly	516 S. Kirkwood	St. Louis	St. Louis	MO	63122	800-678-5437
Marion County Health Department	Carter	Ashley	3105 Route W	Hannibal	Marion	MO	63401	573-221-1166
Maryland Heights Fire District	Schmiderer	David	2600 Schuetz Road	Maryland Heights	St. Louis	MO	63043	314-298-4400
Maryville Department of Public Safety	Wilson	Jessica	222 E. 3rd. St	Maryville	Nodaway	MO	64468	660-562-3209

## Child Safety Seat Inspection Stations - Missouri (MO)

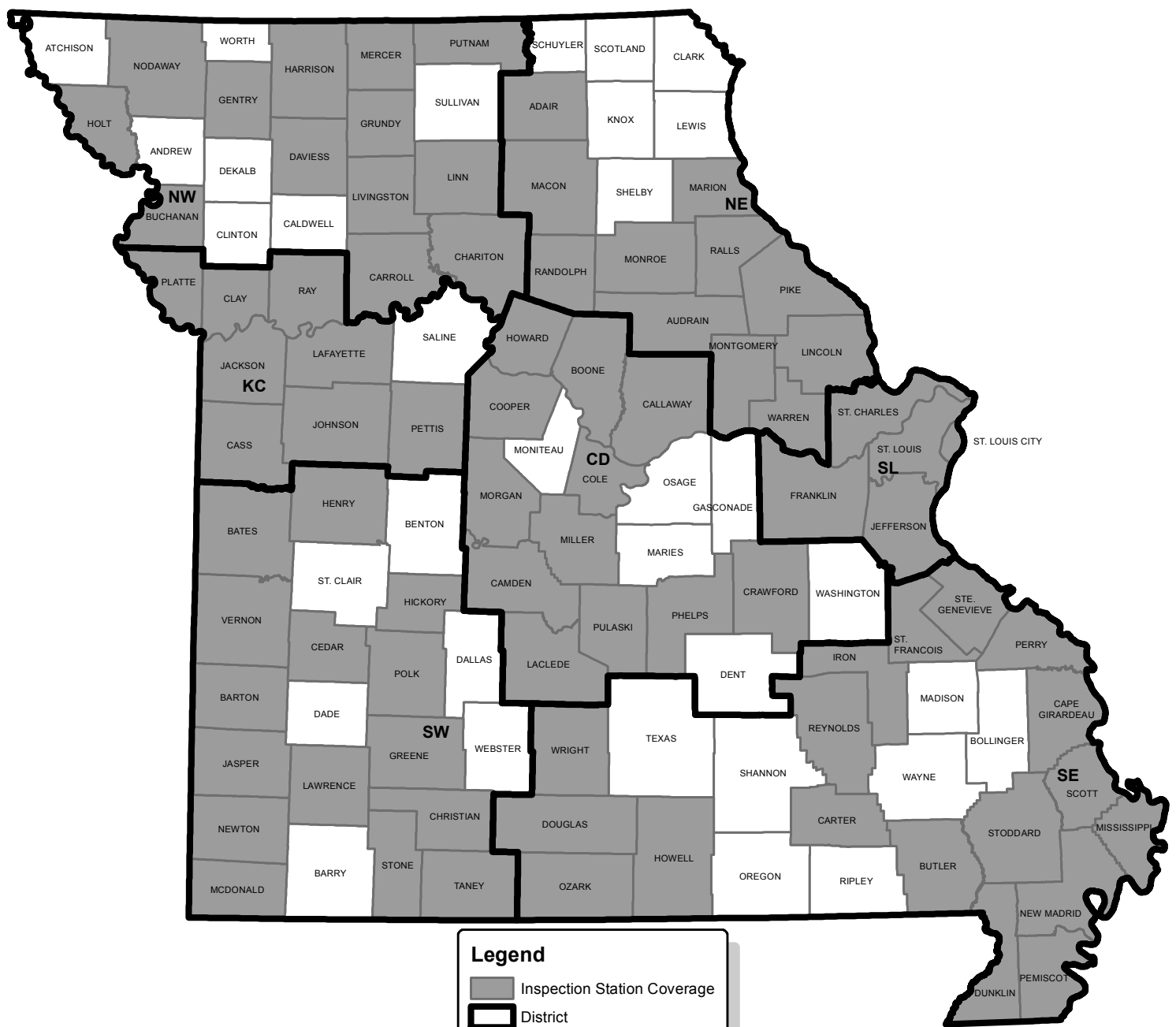
Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
MAST Foundation of Health and Safety	Hulett	Peggy	6750 Eastwood Trafficway	Kansas City	Jackson	MO	64129	816-300-2409
McDonald County Health Department	Clarkson	Jennifer	500 Olin Street	Pineville	McDonald	MO	64856	417-223-4351
Mehville Fire Protection District	Marcee	Scott	11020 Mueller Rd.	St. Louis	St. Louis	MO	63123	314-894-0420 x 1702
Mercer County Health Department	Williams	Joni	305 W. Main St.	Princeton	Mercer	MO	64673	660-748-3630
Mercy Hospital Washington	Harriman	Nikki	901 E. 5th	Washington	Franklin	MO	63090	636-239-8645
Mercy Springfield/Safe Kids Springfield	Greenlee	Daphnee	1570 W. Battlefield	Springfield	Greene	MO	65807	417-820-6671
Mexico Public Safety Department	Smith	Penny	300 N. Coal - City Hall	Mexico	Audrain	MO	65265	573-581-2100
Miller County Ambulance District	Maeder	Mark	1304 S. Aurora St.	Eldon	Miller	MO	65026	573-392-7303
Miller County Health Center	Huff	Lucretia	2125 Highway 25	Tuscumbia	Miller	MO	65082	573-369-2359
Mississippi County Caring Community	Atkins	Katrina	603 Garfield	East Prairie	Mississippi	MO	63845	573-683-7551
Missouri Bootheel Regional Consortium, Inc	Wood	Katrina	903 S. Kingshighway	Sikeston	Scott	MO	63801	573-471-9400
Missouri Department of Transportation	Ruffus	Phil	1590 Woodlake Dr.	Chesterfield	St. Louis	MO	63017	314-340-4261
Missouri Department of Transportation	Allen	Lana	3602 N Belt Hwy	St. Joseph	Buchanan	MO	64506	816-387-2437
Missouri Highway Safety Division - MoDOT	Hoelscher	Pam	1320 Creek Trail Dr.	Jefferson City	Cole	MO	65109	800-800-2358
Missouri State Highway Patrol	Stosberg	Collin	504 SE Blue Parkway	Lee's Summit	Jackson	MO	64063	816-622-0800x254
Missouri State Highway Patrol	Pace	Jason	3131 E. Kearney	Springfield	Christian	MO	65714	417-895-6868
Missouri State Highway Patrol	Lyon	Sheldon	3525 N. Belt Highway	St. Joseph	Buchanan	MO	64508	816-387-2345
Missouri State Highway Patrol	Elmone	Marty	Business US 60-63 North	Willow Springs	Howell	MO	65775	447-469-3121
Missouri State Highway Patrol - GHQ	Hotz	John	1510 E. Elm	Jefferson City	Cole	MO	65101	573-526-6267
Missouri State Highway Patrol - Troop B	Bernhardt	Brent	308 Pine Crest Dr.	Macon	Macon	MO	63552	660-385-2132
Missouri State Highway Patrol - Troop C	Nothum	Al	891 Technology	Weldon Springs	St. Charles	MO	63304	636-300-2800
Missouri State Highway Patrol - Troop F	Reinsch	Paul	2920 N. Shamrock Rd, Box 568	Jefferson City	Cole	MO	65102	573-751-1000
MoDOT District Three	Foppe	Michael	121 Francis	Troy	Lincoln	MO	63379	636-528-3181
Monroe County Health Department	Rebecca	Dowell	310 N. Market St	Paris	Monroe	MO	65275	660-327-4259 x 119
Montgomery County Health Department	Hoette	Kathie	400 N. Salisbury Street	Montgomery City	Montgomery	MO	63301	573-564-2495
Morgan County Health Department	Vaughn	Ashleigh	104 W. Lafayette	Versailles	Morgan	MO	65084	573-378-5438
Mountain View-Birch Tree R-III School District	Frazier	Susan	314 N. Elm	Mountain View	Howell	MO	65548	417-934-2550
Nevada Fire Department	May	David	120 S. Ash	Nevada	Vernon	MO	64772	471-448-2720
New Madrid County Family Resource Center	Kirby	Revonda	420 Virginia Ave.	New Madrid	New Madrid	MO	63869	573-478-2778
Newton County Health Department	Garcia	Manny	812 W. Harmony	Neosho	Newton	MO	64850	417-451-3743
Osage Beach Police Department	Friend	Kevin	1000 City Parkway	Osage Beach	Camden	MO	65065	573-302-2010
Ozark County Health Department	Garrison	Jenni	370 3rd St.	Gainesville	Ozark	MO	65655	417-679-3334
Ozark Technical Community College	Minor	Lori	10001 E. Chestnut Expwy	Springfield	Greene	MO	65802	417-447-8888
Ozarks Medical Center	Patillo	Joanne	#9 Parkway Shopping Center	West Plains	Howell	MO	65775	417-257-5984
Pacific Fire Protection District	Bruns	Jonathan	910 West Osage	Pacific	Franklin	MO	63069	636-257-3633
Parents as Teachers	Austin	Stacey	119 Service Rd.	Camdenton	Camden	MO	65020	573-346-9268
Peculiar Police Department	McCavahlin	Michael	224 N. Main	Peculiar	Cass	MO	64078	816-779-5102
Pemiscot County Initiative Network	Pyette	Vicki	711 West 3rd Street	Caruthersville	Pemiscot	MO	63830	573-333-5301x226
Perry County Ambulance Service	Chappius	Mary	434 N. West St.	Perryville	Perry	MO	63775	573-768-3211
Perry County Health Department	Grass	Kimberly	406 N. Spring St., Suite 1	Perryville	Perry	MO	63775	573-547-6564
Phelps County Regional Medical Center	Cook	Debbie	1000 W. 10th Street	Rolla	Phelps	MO	65401	573-458-7690
Pike County Health Department	Gamm	Kim	5 East Church St	Bowling Green	Pike	MO	63334	573-324-6373
Platte County Health Department	Rothweiler	Tricia	1201 East St.	Parkville	Platte	MO	64152	816-587-5998
Polk County Health Department	Zanaboni	Sandra	1317 W. Broadway	Bolivar	Polk	MO	65613	417-326-7250
Pregnancy Assistance Ctr	Rembusch	Jane	310 International Ave	Washington	Franklin	MO	63090	636-239-1840
Progress West HealthCare Center	Klasek	Kelly	2 Progress Point Parkway	O'Fallon	St. Charles	MO	63368	800-678-5437
Pulaski County Health Department	McClendon	Patty	101 12th Street	Crocker	Pulaski	MO	65452	573-736-2217
Putnam County Health Department	Johnson	Jeanie	103 N. 18th Street, PO 354	Unionville	Putnam	MO	63565	660-947-2429
Ralls County Health Department	Reed	Tina	405 W. 1st Street	New London	Ralls	MO	63459	573-985-7121
Randolph County Health Department	Crowley	Deanna	423 E Logan	Moberly	Randolph	MO	65270	660-263-6643
Ranken Jordan- A Pediatric Specialty Hospital	Kohler	Tammy	11365 Dorsett Road	Maryland Heights	St. Louis	MO	63043	314-872-6400
Ray County Ambulance District	Essig	Jessica	10625 Lee Holt Rd	Richmond	Ray	MO	64085	816-470-3030
Raytown EMS	LeSage	Kim	10020 E. 66th Terr.	Raytown	Jackson	MO	64133	816-737-6030

### Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Richard C. Green YMCA Head Start	Howard	Dawnetta	10301 E. 350 Highway	Raytown	Jackson	MO	64138	816-659-8180
Safe Kids (Jasper and Newton County)	Sitton	Jo	2914 E. 32, Suite 102	Joplin	Jasper	MO	64804	417-782-9899
SAFE KIDS Cape Girardeau	Kirby	Brooke	3049 William St.	Cape Girardeau	Cape	MO	63703	573-332-1587
Safe Kids St. Louis Mobile Van Fitting Station	Fanter	Kim	7980 Clayton	St. Louis	St. Louis	MO	63117	314-612-5770
Safety and Health Council of Western Missouri and Kansas	Smith	Beverly	5829 Troost Avenue	Kansas City	Jackson	MO	64110	816-842-5223 x 233
Safety Basics LLC Mobile Fitting Station	McCabe	Debbie	548 Hartmann Ct	St. Louis	St. Louis	MO	63122	314-504-7926
Safety Council of the Ozarks	Lee	Barbie	1111 S. Glenstone	Springfield	Greene	MO	65804	417-869-2121
Saint Lukes Hospital	Girten	Susie	4401 Wornall Road	Kansas City	Jackson	MO	64111	816-932-6220
School of the Osage Parents as Teachers	Willoughby	Trena	1501 School Road	Lake Ozark	Miller	MO	65049	573-365-2304
Scott County Ambulance District	Scudder	Amber	202 Lillian Dr.	Sikeston	Scott	MO	63801	573-472-4161
Scott County Health Department	Dame	Stacey	102 Grove Estates Ct.	Sikeston	Scott	MO	63801	573-471-4044
Sedalia Fire Department	Tweeter	Bill	600 S. Hancock	Sedalia	Pettis	MO	65301	660-826-8044
Sedalia Police Department	Collins	Rodney	201 West 2nd	Sedalia	Pettis	MO	65301	660-827-7823 x126
Shriners Hospitals for Children	Pounds	Melissa	2001 S. Lindbergh	St. Louis	St. Louis	MO	63131	314-432-3600
Sikeston Bullpup Safety Checkpoint c/o Sikeston Kindergarent Center	Schlosser	Marylin	1310 E. Salcedo Rd.	Sikeston	Scott	MO	63801	573-471-0653
Skaggs Regional Medical Center	Hamilton	Leanna	251 Skaggs Rd	Branson	Taney	MO	65616	417-335-7300
South Metro Fire District	Tindall	Chris	611 W. Foxwood Drive	Raymore	Cass	MO	64083	816-331-3008
St. Charles County Ambulance District	Limpert	Martin	4169 Old Mill Parkway	St. Peters	St. Charles	MO	63376	636-441-1354
St. Francois County Ambulance District	Isgrig	TJ	820 Electric Street	Farmington	St. Francois	MO	63640	573-431-0030x19
St. Genevieve County Ambulance Service	Shrum	Kendall	3 Basler Dr.	St. Genevieve	St. Genevieve	MO	63670	573-883-7000
St. Genevieve County Memorial Hospital	Flieg	Julie	Hwy. 61 & 32	St. Genevieve	St. Genevieve	MO	63670	573-883-7706
St. James Ambulance District	Parrett	Jennifer	201 N. Louise	St. James	Phelps	MO	65559	573-265-6565
St. Joseph Safety and Health Council	Carter	Janice	118 S. 5th Street	St. Joseph	Buchanan	MO	64501	816-233-3330
St. Louis Children's Hospital	Klasek	Kelly	One Children's Place	St. Louis	St. Louis	MO	63110	800-678-5437
St. Luke's East, Lee's Summit	Cardos-Attebury	Sara	100 N.E. St. Luke's Blvd	Lee's Summit	Jackson	MO	64086	816-347-4678
St. Clare Health Center	Waser	Kathy	1015 Bowles	Fenton	St. Louis	MO	63026	636-496-2000
St. Genevieve County Health Department	Grass	Paula	115 Basler Dr.	St. Genevieve	St. Genevieve	MO		573-883-7411
Steelville Ambulance District	Parrett	Jennifer	#1 EMS Lane	Steelville	Crawford	MO	65565	573-775-2211
Stoddard County Public Health Center	Sexton	Amanda	1001 N. Highway 25	Bloomfield	Stoddard	MO	63825	573-568-4593
Stone County Health Department	King	Kim	109 E. 4th, P.O. 125	Galena	Stone	MO	65656	417-357-6134
Taney County Health Department - Branson	Miller	Kara	320 Rinehart Road	Branson	Taney	MO	65616	417-334-4544
Taney County Health Department - Forsyth	Moody	Karen	15479 US Highway 160, Box 369	Forsyth	Taney	MO	65653	417-546-4725
Tri County Health Dept	Parsons	Lilli	302 N Park	Stanberry	Gentry	MO	64489	660-783-2707
Valle Ambulance District	Renfro	Lena	12363 State Route 21	DeSoto	Jefferson	MO	63020	636-586-2131
Valley Park Fire District	Quick	Scott	55 Cresent Ave	Valley Park	St. Louis	MO	63088	636-225-4260
			101 Mockingbird Lane, Suite 100 (lower level,					
Warren County Health Department	Hoeft	Linda	West entrance)	Warrenton	Warren	MO	63383	636-456-7474
Wayne County Health Center	Epley	Crystal	Highway 67 North, PO Box 259	Greenville	Wayne	MO	63944	573-224-3218
Wentzville Fire Protection District	Urban	Tim	209 W. Pearce Blvd	Wentzville	St. Charles	MO	63385	636-332-9869
West Community Action Agency Head Start	Greenwell	Jennifer	1003 E. Clark	Clinton	Henry	MO	64735	660-885-3764
Windsor CPS Tech	Eason	Lisa	421 Olive St.	Windsor	Henry	MO	65360	660-647-3634
Wright County Health Department	Glenn	Courtne	602 E. Main	Mountain Grove	Wright	MO	65711	417-926-0009
YMCA Metro Head Start	Cozart-Dean	Mona	3827 Troost	Kansas City	Jackson	MO	64101	816-561-8448
YWCA	McChristy	Traci	304 N. 8th St.	St. Joseph	Buchanan	MO	64501	816-232-4481



# Statewide CPS Inspection Stations



County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.
ADAIR	1	NE	CHARITON	21	NW	HARRISON	41	NW	MACON	61	NE	PHELPS	81	CD
ANDREW	2	NW	CHRISTIAN	22	SW	HENRY	42	SW	MADISON	62	SE	PIKE	82	NE
ATCHISON	3	NW	CLARK	23	NE	HICKORY	43	SW	MARIES	63	CD	PLATTE	83	KC
AUDRAIN	4	NE	CLAY	24	KC	HOLT	44	NW	MARION	64	NE	POLK	84	SW
BARRY	5	SW	CLINTON	25	NW	HOWARD	45	CD	MERCER	65	NW	PULASKI	85	CD
BARTON	6	SW	COLE	26	CD	HOWELL	46	SE	MILLER	66	CD	PUTNAM	86	NW
BATES	7	SW	COOPER	27	CD	IRON	47	SE	MISSISSIPPI	67	SE	RALLS	87	NE
BENTON	8	SW	CRAWFORD	28	CD	JACKSON	48	KC	MONITEAU	68	CD	RANDOLPH	88	NE
BOLLINGER	9	SE	DADE	29	SW	JASPER	49	SW	MONROE	69	NE	RAY	89	KC
BOONE	10	CD	DALLAS	30	SW	JEFFERSON	50	SL	MONTGOMERY	70	NE	REYNOLDS	90	SE
BUCHANAN	11	NW	DAVIESS	31	NW	JOHNSON	51	KC	MORGAN	71	CD	RIPLEY	91	SE
BUTLER	12	SE	DEKALB	32	NW	KNOX	52	NE	NEW MADRID	72	SE	ST. CHARLES	92	SL
CALDWELL	13	NW	DENT	33	CD	LACLEDE	53	CD	NEWTON	73	SW	ST. CLAIR	93	SW
CALLAWAY	14	CD	DOUGLAS	34	SE	LAFAYETTE	54	KC	NODAWAY	74	NW	ST. FRANCOIS	94	SE
CAMDEN	15	CD	DUNKLIN	35	SE	LAWRENCE	55	SW	OREGON	75	SE	STE. GENEVIEVE	95	SE
CAPE GIRARDEAU	16	SE	FRANKLIN	36	SL	LEWIS	56	NE	OSAGE	76	CD	ST. LOUIS	96	SL
CARROLL	17	NW	GASCONADE	37	CD	LINCOLN	57	NE	OZARK	77	SE	SALINE	97	KC
CARTER	18	SE	GENTRY	38	NW	LINN	58	NW	PEMISCOT	78	SE	SCHUYLER	98	NE
CASS	19	KC	GREENE	39	SW	LIVINGSTON	59	NW	PERRY	79	SE	SCOTLAND	99	NE
CEDAR	20	SW	GRUNDY	40	NW	MCDONALD	60	SW	PETTIS	80	KC	SCOTT	100	SE



Missouri Department of Transportation  
Transportation Planning  
1-888-ASK-MODOT  
WWW.MODOT.ORG  
Date:03/06/2013



#### **iv. Child Passenger Safety Technicians**

The CPS Coordinator in Missouri's Highway Safety office formulates an annual plan to recruit, train and maintain a sufficient number of child passenger safety technicians. As of June 2013 there are a total of 934 currently certified CPS technicians in Missouri, 37 of whom are certified instructors. A list of these technicians is downloaded on a monthly basis from the Safe Kids Worldwide website and maintained in the Highway Safety office. This list is also provided to members who serve on the MO CPS Advisory Committee for local communication efforts in the individual regions, and any public entity requesting such information.

In 2006, the first CPS Summit convened in Missouri. As a result of that Summit, the Missouri CPS Advisory Committee was formed. The 12 members that make up this committee are CPS technicians/instructors who are professionals employed by agencies including hospitals or health care facilities, law enforcement agencies (including the Missouri State Highway Patrol), a safe community organization, a safety and health council, a fire department, health departments, a Safe Kids organization, NHTSA, a safety alliance, and a MoDOT regional office. During an Annual CPS Summit these members meet to discuss the next fiscal year budget, assist with the formulation of a state CPS plan, and make recommendations or policy enhancements to existing CPS programs in Missouri. The 8<sup>th</sup> Annual CPS Advisory Committee Summit will convene in August later this year. This committee has been a key element in Missouri's successful CPS program.

In an effort to maintain a sufficient number of child passenger safety technicians, between 8 and 12 CPS courses are sponsored by the Highway Safety office each year, estimating the certification of more than 200 new technicians annually. This number does not include classes that are sponsored by other agencies/partners. Currently no certification or renewal classes have been scheduled for FY2014, but it is estimated at least 8 classes will be scheduled/sponsored by the Office of Highway Safety. During the Annual CPS Summit, members are provided with a state map that indicates the counties that are lacking CPS technician representation. If funding is needed in those counties, assistance may be provided to that member (CPS liaison) for training. An effort is made each year to review the map to ensure each county will have at least one technician. The addition of these new technicians each year helps to ensure that Missouri will maintain a consistent number of technicians. In 2002, there were less than 400 certified technicians in Missouri. Due to the efforts of an extraordinary passionate group of safety partners that number increased to over 900 by 2013. It is necessary that at least one certified CPS technician be available at checkup events or inspection stations to provide key information to parents and caregivers about the proper installation of child safety seats.

CPS training opportunities are mentioned during grant meetings, regional meetings, and any time program staff meet with the public/safety partners in an effort to promote child passenger safety. A CPS training brochure (copy attached) was developed and distributed to the public in an effort to reach potential partners that are interested in enhancing their careers in the field of child passenger safety. The brochure outlines the benefits and registration procedures for attending NHTSA's Standardized CPS training course. The brochure is available through the online ordering system along with other CPS-related safety materials.

Sheet1

First Name	Last Name	Address Line 1	City	State	Zipcode	County	Work Phone
JEREMY	DAVIS	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
BRAD	NEFF	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Bill	Adams	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Brad	Apodaca	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Cameron	East	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Evan	Jennings	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
JAMES	SNYDER	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Silas	Springer	401 N. Franklin Street	Kirksville	MO	63501	Adair	660-665-3734
Andrew	Supple	401 North Franklin Street	Kirksville	MO	63501	Adair	660-665-3734
MICHAEL	BISHOP	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Claude	Filkins	401 N. Franklin St	Kirksville	MO	63501	Adair	660-665-3734
MICHEAL	ROBINSON	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Kenny	Lambert	401 N. Franklin St	Kirksville	MO	63501	Adair	660-665-3734
ROBERT	LEWIS	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
DENNIS	VANSICKEL	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
KEN	SCOTT	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
JEROD	WOOD	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Amy	Stoner	400 E Main	Savannah	MO	64485	Andrew	816-324-4114
Russell	Sing	300 North Coal	Mexico	MO	65265	Audrain	573-581-2100
Sandra	Callahan	501 N. Orange	Butler	MO	64730	Bates	660-679-6108
Kimberly	Dohm	500 Keene Street Suite 401	Columbia	MO	65201	Boone	573-882-7350
Carrie	Hummel-Logee	105 North Garth Ave	Columbia	MO	65203	Boone	217-653-0508
Sarah	Eckhoff	404 Keene Street	Columbia	MO	65212	Boone	573-875-9183
Erin	Kaufman	500 N. Keene Street	Columbia	MO	65201	Boone	573-882-7350

Sheet1

Kelsey	Okruch	404 Keene St.	Columbia	MO	65201	Boone	573-875-9279
NiCole	Sadler	404 Keene St.	Columbia	MO	65202	Boone	573-875-9279
Katherine	Lammers	509 N William	Columbia	MO	65201	Boone	573-882-8706
Jennifer	Lynch	901 Virginia Ave	Columbia	MO	65201	Boone	573-884-7809
Nicole	Crafton	212 N Route B	Hallsville	MO	65255	Boone	573-268-5182
Kristie	Wright	400 Keene St.	Columbia	MO	65201	Boone	573-882-7350
Kellie	Horton	5325 Faraon	Saint Joseph	MO	64506	Buchanan	816-271-7785
Lana	Allen	3602 N. Belt Hwy.	St. Joseph	MO	64506	Buchanan	816-387-2437
Beverly	Shinneman	5325 Faraon OB Post Natal Visi	Saint Joseph	MO	64506	Buchanan	816-271-6839
AMBER	DYDELL	3602 NORTH BELT HIGHWAY	ST. JOSEPH	MO	64506	Buchanan	816-387-2445
Tina	Kavanaugh	3602 N Belt Hwy	St. Joseph	MO	64506	Buchanan	816-387-2408
Jackie	Spainhower	118 S. 5th St.	St. Joseph	MO	64501	Buchanan	816-233-3330
Michael	George	501 Faraon	Saint Joseph	MO	64501	Buchanan	816-271-4801
Susan	Lober	118 South 5th Street	St Joseph	MO	64501	Buchanan	816-233-3330
Sheldon	Lyon	Box 8580	St. Joseph	MO	64508	Buchanan	816-387-2345
Stephanie	Malita	904 South 10	Saint Joseph	MO	64503	Buchanan	816-271-5327
Chris	McBane	501 Faraon	Saint Joseph	MO	64501	Buchanan	816-271-5359
Janice	Carter	118 S 5th Street	Saint Joseph	MO	64501	Buchanan	816-233-3330
Traci	McChristy	304 N.8th	St. Joseph	MO	64501	Buchanan	816-232-4481
Clark	Parrott	4947 Hwy 67 North	Poplar Bluff	MO	63901	Butler	573-840-9500
Dalene	Pyrtle	644 Charles Street	Poplar Bluff	MO	63901	Butler	573-776-7830
Gene	Nelson	1201 Westminster Ave	Fulton	MO	65251	Callaway	573-592-3150
Tammy	Nelson	311 Hickman Ave.	Fulton	MO	65251	Callaway	573-642-7260x.22
Michael	Bainbridge	1201 Westminster	Fulton	MO	65251	Callaway	573-592-3150



Sheet1

Teresa	Bayless	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Kelly	Drennan	311 Hickman Ave.	Fulton	MO	65251	Callaway	573-642-7260x.12
Brian	Kinder	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Joe	Peeper	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Brad	Lindsay	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Bob	Maxwell	1201 Westminster Ave.	Fulton	MO	65251	Callaway	573-592-3150
Steve	Sessler	1201 Westminster	Fulton	MO	65251	Callaway	573-592-3150
Chris	Edgar	437 West US Highway 54	Camdenton	MO	65020	Camden	573-346-3604
Arlyne	Page	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2010x308
Kelsey	Robertson	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2010 ext 962
Michelle	Brown	1000 City Pkwy	Osage Beach	MO	65065	Camden	573-302-2012
Kevin	Friend	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2010
Jim	Chiple	1170 bluff drive	Osage beach	MO	65065	Camden	573-348-1221
Bobby	McCrorey	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2012
RANDY	DAVIS	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-8090
AMY	SLINKARD	1701 LACEY STREET	CAPE GIRARDEAU	MO	63701	Cape Girardeau	573-651-5560
Gene	Kerns	503 South Hope Street	Jackson	MO	63755	Cape Girardeau	573-243-1010
La Shun	Parish	2303 Garrett Lane Unit #C	Jackson	MO	63755	Cape Girardeau	817-247-6170
CURTIS	SPARKS	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-1010
Debbie	Pierce	1701 LACEY STREET	CAPE GIRARDEAU	MO	63701	Cape Girardeau	573-651-5545
MICHAEL	MASSEY	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-1010
Melissa	Worl	1701 Lacey	Cape Girardeau	MO	63701	Cape Girardeau	573-651-5547
Judy	Brock	5 North Ely	Carrollton	MO	64633	Carroll	660-542-3247
Gary	Crow	2501 West Mechanic	Harrisonville	MO	64701	Cass	816-380-5200
Dustin	Donovan	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Ben	Barbarick	2501 W. Mechanic	Harrisonville	MO	64701	Cass	816-380-8708

Sheet1

Brett	Palmer	611 W. Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Sean	Waugh	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Patrick	Furlong	611 W Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Roberto	Quezada	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Phillip	Grabmiller	224 N Main Street	Peculiar	MO	64078	Cass	816-779-5102
Johnny	Coday	604 N. King Ave	Harrisonville	MO	64701	Cass	816-380-8952
Steve	Copenhaver	903 S. Commercial St.	Harrisonville	MO	64701	Cass	816-380-8952
Jason	Coppedge	611 W. Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Matt	Hebl	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Jason	Heffernan	2501 West Mechanic	Harrisonville	MO	64701	Cass	816-380-5200
Tim	Highley	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Michael	Mclaughlin	224 N. Main PO Box 653	Peculiar	MO	64078	Cass	816-779-5102
Henry	Scott	903 S. Commercial St	Harrisonville	MO	64701	Cass	816-380-8952
Holly	Mann	POB 790	Stockton	MO	65785	Cedar	417-276-4591
Kathy	Naylor	Po Box 214	Keyteville	MO	65261	Chariton	660-288-3675
Judy	Poeschl	Po Box 214	Keyteville	MO	65261	Chariton	660-288-3675
Michelle	Miller	409 Shadowbrook Drive	Kearney	MO	64060	Clay	816-792-7214
Rod	Barnhart	201 E 6th Street	Kearney	MO	64060	Clay	816-628-4122
Ashley	Starritt	749 Hillside Ave	Liberty	MO	64068	Clay	816-691-1799
Tiffanie	Bevan	603 Meadowbrook Drive	Kearney	MO	64060	Clay	816-792-7214
Eugene	Williams	201 E 6th Street	Kearney	MO	64060	Clay	816-628-4122
LARRY	RADLEY	200 W MISSISSIPPI	LIBERTY	MO	64068	Clay	816-439-4317
Paul	Tribble	1120 Tracy	Excelsior Spring:	MO	64024	Clay	816-630-3000
TERRY	DICKINSON	7264 SW ARNOLD	PLATTSBURG	MO	64477	Clinton	816-880-6227
Dirk	Protzman	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6555
John	Rice	P.O. Box 270	Jefferson City	MO	65102	Cole	573-751-7480
Nicole	Scott	1617 Missouri Blvd.	Jefferson City	MO	65109	Cole	573-751-2913
Karen	Sikes	202 W. Main	Steelville	MO	65565	Crawford	573775-255-5115
Jennifer	Parrett	#1 EMS Lane	Steelville	MO	65565	Crawford	573-775-2211
Charity	Bayless	413 W. Water Street	Greenfield	MO	65661	Dade	417-637-2345
Lori	Schnelle	413 w water street	Greenfield	MO	65661	Dade	417-637-2345

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Kim	Hughes	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Mary Ann	Stephens	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Linda	Fuller	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Becky	Crawford	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Roberta	Koch	901 E 5th street	Washington	MO	63090	Franklin	636-239-8500
Jennifer	Harriman	679 Cardinal Court	Washington	MO	63090	Franklin	636-239-8500
Clay	Hodge	2731 Hwy T	Labadie	MO	63055	Franklin	636-234-1898
Emily	Gockel	615 N Locust st.	Stanberry	MO	64489	Gentry	(660)582-0833
Karrie	Redden	302 North Park	Stanberry	MO	64489	Gentry	660-783-2707
Gabriel	Bell	6424 West Farm Rd. 182	Republic	MO	65738-95	Greene	417-732-2662
Amanda	Eddington	3801 S. National Ave.	Springfield	MO	65807	Greene	417-269-6784
Barbie	Lee	1111 South Glenstone Ave	Springfield	MO	65804	Greene	417-869-2121
Mark	Peck	1570 W. Battlefield	Springfield	MO	65807	Greene	417-820-9285
Rana	Post	3801 S. National Ave.	Springfield	MO	65807	Greene	417-269-6784
Lori	Hickman	3801 s National	Springfield	MO	65807	Greene	417-269-5018
Lindsay	Ortega	198 Iowa Blvd	Trenton	MO	64683	Grundy	660-339-7025
Jonathan	Summers	1001 E.17th st	Trenton	MO	64683	Grundy	660-359-5552
Jennifer	Westcott	1716 Lincoln Str.	Trenton	MO	64683	Grundy	660-359-4196
Doug	Little	232 E. Hwy. 6	Trenton	MO	64683	Grundy	660-359-2060
Molly	Long	1716 Lincoln Street	Trenton	MO	64683	Grundy	660-359-4196
JANICE	SCHMIDT	1001 E. 17TH ST.	TRENTON	MO	64683	Grundy	660-359-4422
Sheryl	Searcy	1716 Lincoln	Trenton	MO	64683	Grundy	660-359-4196
Lisa	Eason	421 Olive St.	Windsor	MO	65360	Henry	660-687-8008
Gary	French	306 South 2nd Street	Clinton	MO	64735	Henry	660-885-8193
Trent	Watson	1600 N. 2nd Street	Clinton	MO	64735	Henry	660-890-7180
Susan	Barger	520 West Sherman	Weaubleau	MO	65774	Hickory	417-745-2138
Nancy	Holtwick	702 Lucky Street	Fayette	MO	65248	Howard	660-728-3686
Kathy	Doss	180 South Kentucky	West Plains	MO	65775	Howell	

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JENNIFER	STERNER	710 EAST MAIN STREET	WEST PLAINS	MO	65775	Howell	417-256-2283
Susan	Frazier	314 N. Elm	Mountain View	MO	65548	Howell	417-934-2550
Michelle	Marcak	180 South Kentucky	West Plains	MO	65775	Howell	417-256-7078
Cheri	Carda	180 South Kentucky	West Plains	MO	65775	Howell	417-256-7078
Kristy	Diggs-Farris	6569 N. Prospect	Gladstone	MO	64119	Jackson	816-454-8310
Christine	Douglas	1147 SE Eastridge Dr	Blue Springs	MO	64014	Jackson	913-696-8300
Debra	Hoops	4401 Wornall Rd	Kansas City	MO	64111	Jackson	816-932-6088
Jennifer	Hope	2400 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Jeni	Isaacson	1200 W 104th St	Kansas City	MO	64114	Jackson	816-508-3047
Brandi	James	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Angie	Minton	713 E 71st Terrace	Kansas City	MO	64131	Jackson	913-302-2599
Ashley	Mitchell	7001 N. Hardesty Ave	Kansas City	MO	64119	Jackson	816-792-7214
Kimberly	Mullendore	4016 Washington	Kansas City	MO	64111	Jackson	816-753-7444
Kelley	Adams-Driskell	10 NE Tudor Rd	Lees Summit	MO	64086	Jackson	816-969-1710
Aaron	Sharp	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
LaTanya	Simmons	2701 Burlington St	North Kansas Cii	MO	64117	Jackson	816-234-1607
Beverly	Smith	5829 Troost Ave	Kansas City	MO	64110	Jackson	816-842-5223
Morris	Zebel	10020 E. 66TH TERR	Raytown	MO	64133	Jackson	816-737-6030
Shellie	Barnett	100 NE Saint Luke's Blvd	Lee's Summit	MO	64086	Jackson	816-347-4680
Pam	Ealy	3100 Broadway suite 1100	Kansas	MO	64111	Jackson	816-889-5055
Sharon	Engelman	313 South Liberty	Independence	MO	64050	Jackson	816-404-6482
Tracey	Jamison	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Emily	Keeven	2401 Gillham Road	Kansas City	MO	64108	Jackson	800-466-3729
Jon	Norman	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	8164544829
Anthony	Snorgrass	600 NE Colbern Road	Lee's Summit	MO	64086	Jackson	816-347-2265
Stephen	Spire	600 NE Colbern Road	Lee's Summit	MO	64086	Jackson	816-622-6500
Erica	Steele	7010 N Holmes	Gladstone	MO	64118	Jackson	816-436-3550
Amy	Strown	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000

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Andy	Bettis	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Stacey	Billings	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Eric	Bradley	1815 howell	NORTH KANSAS	MO	64116	Jackson	274-6025
Bryan	Ferguson	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Ester	Francis	201 N. Forest Avenue	Independence	MO	64055	Jackson	816-234-1607
Matt	Franck	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Sarah	Rotert	600 Broadway, Suite 200	Kansas City	MO	64105	Jackson	816-521-5300
Christine	Rucker	407 NE 113th St.	Kansas City	MO	64155	Jackson	660-868-1121
Shawn	Rulon	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	816-454-4829
Brenda	Sanford	1309 NW Ashley Lane	Grain Valley	MO	64029	Jackson	816-847-6250
Kendra	King	30707 e stony point school rd	Grain valley	MO	64029	Jackson	816-914-9698
Sarah	Kriegh	10020 E 66 Terr.	Raytown	MO	64133	Jackson	816-737-6030
Kara	LaTessa	313 South Liberty	Independence	MO	64050	Jackson	816-404-6444
Shana	Paul	7000 Troost Avenue	Kansas City	MO	64130	Jackson	816-234-1607
Kelli	Pedersen	3512 S. Rogers Ln	Independence	MO	64055	Jackson	816-521-5526
Thomas	Thibault	805 NE Jefferson	Blue Springs	MO	64014	Jackson	816-229-2522
Kisha	Thomas	20 West 9th Street, Suite #600	Kansas City	MO	64105	Jackson	816-659-8237
John	Thurston	10020 E. 66TH TERR.	Raytown	MO	64133	Jackson	816-737-6030
Regina	Weir	6400 Prospect Ave.	Missouri	MO	64132	Jackson	816-283-6242
Charles	Westmoreland	3022 Arlington Court	Independence	MO	64052	Jackson	
Pat	Westmoreland	3022 Arlington Court	Independence	MO	64052	Jackson	816-252-6184
Stephen	Bray	1125 Locust	Kansas City	MO	64106	Jackson	816-482-8706
Kelli	Brickhouse	100 NE Saint Luke's Blvd	Lee's Summit	MO	64086	Jackson	816-347-5987
Sarah	Brooks	10020 E. 66th Terr.	Raytown	MO	64133	Jackson	816-737-6030
Jonna	Burns	600 Broadway, Suite 200	Kansas City	MO	64105-16	Jackson	816-474-4240
Barbra	Frizzell	10 NE Tudor	Lee's Summit	MO	64086	Jackson	816-969-1710
Marcia	Gerring	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Ty	Godsey	907 W. 104th Street	Kansas City	MO	64114	Jackson	816-501-2800
Kim	LeSage	10020 E 66th Ter.	Raytown	MO	64133	Jackson	816-737-6030

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Tracey	Little	6569 N Prospect	Gladstone	MO	64119	Jackson	816-454-8310
LaKisha	Quinn	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Brian	Rezak	907 W. 104th Street	Kansas City	MO	64114	Jackson	816-501-2818
Travis	Richards	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Johnna	Rickert	PO BOX 2154	Independence	MO	64055	Jackson	816-889-5055
Rachel	Martin	2401 Gillham Rd	Kansas City	MO	64108-46	Jackson	816-983-6400
Christin	Mayfield	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Jason	Tyler	710 E. 18TH	NORTH KANSAS	MO	64116	Jackson	274-6025
Carolynn	VanNatta	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Paola	Villado	201 N. Forest Avenue	Independence	MO	64055	Jackson	816-521-5300
Marc	Wachter	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Karyn	Walden-Forrest	6816 NW Dawn Ln	Kansas City	MO	64151	Jackson	
Marquita	Walker	3740 Forest Ave	Kansas City	MO	64109	Jackson	816 561-444-5278
Kelly	Cain	18400 E Salisbury Rd	Independence	MO	64056	Jackson	816-521-5526
Jade	Chun	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Mary Jo	Clark	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Kevin	Gooch	1125 Locust	Kansas City	MO	64106	Jackson	816-482-8197
Kyndal	Costello	2909 Tepee Ave	Independence	MO	64057	Jackson	913-588-5429
Chris	Cox	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	816-484-4829
Amy	Heinen	3101 Main Street	Kansas City	MO	64111	Jackson	816-756-0780
Michelle	Mcclure	4401 Wornall	Kansas City	MO	64155	Jackson	816-932-2007
Austin	Schroer	3200 s. outer road	Blue springs	MO	64081	Jackson	816-224-0076
Latasha	Scott	3800 East 51st	Kansas City	MO	64130	Jackson	816-234-1607
Glenda	Willis	3740 Forest Ave	Kansas City	MO	64109	Jackson	816561-444-5278
Koren	Wright	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Jo	Sitton	2914 E. 32nd Street, Ste. 102	Joplin	MO	64804	Jasper	417-782-9899
Howard	Belk	302 Joplin Street	Joplin	MO	64801	Jasper	417-781-0352
Misty	Sohosky	2914 E. 32nd Street, Ste. 102	Joplin	MO	64804	Jasper	417-782-9899
Karen	Suthers	21391 Jester Lane	Webb City	MO	64870	Jasper	417-235-4481

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Bob	Potts	1200 North Main	Joplin	MO	64801	Jasper	417-781-0352
Mercedes	Tedder	918 Gregory Dr.	Oronogo	MO	64855	Jasper	915-996-3183
Michael	Watson	5182 South Grand	Carthage	MO	64836	Jasper	417-359-1500
Catherine	Ramoly	303 E 3rd St	Joplin	MO	64801	Jasper	417-623-3131
Jared	Richmond	302 N. Main	Carl Junction	MO	64834	Jasper	417-649-7070
Kim	Mackney	8 Tanglewood Drive	Carl Junction	MO	64834	Jasper	417-781-1041
Barbara	Claxton	4212 Kentucky	Joplin	MO	64804	Jasper	
John	Crawford	1200 N. Main	Joplin	MO	64801	Jasper	417-781-0352
Donna	Cummings	405 Main St.	Hillsboro	MO	63050	Jefferson	636-789-3372
Gregory	Shuster	6766 Cedar Hill Rd.	Cedar Hill	MO	63016	Jefferson	636-285-3345
Bev	Barringer-Ruggeri	5199 Paradise Lane	High Ridge	MO	63049	Jefferson	314-251-6450
John	Barton	2842 High Ridge Blvd	High Ridge	MO	63049	Jefferson	636-677-3371
Casey	King	7930 State Road Y	Dittmer	MO	63023	Jefferson	636-944-3772
Roger	Coleman	2842 High Ridge BLVD.	High Ridge	MO	63049	Jefferson	636-677-3371
Amy	Sides	703 Wright Ave	WAFB	MO	65305	Johnson	660-654-1555
Tricia	Fleming	53 SE 860 RD	Leeton	MO	64761	Johnson	660-747-2012
Elsie	Hertig	331 Sijan Avenue	Whiteman AFB	MO	65305	Johnson	660-687-4589
Katherine	Johnson	RR 1 Box 111	Baring	MO	63531	Knox	314-591-5192
Cathy	Smith	405 Harwood Ave	Lebanon	MO	65536	Laclede	417-532-2134
Joseph	Long	2804 S. Morgan Rd. #122	Lebanon	MO	65536	Laclede	417-532-2104
Nancy	Bankston	11527 Highway U	Odessa	MO	64076	Lafayette	816-347-5303
Donna	Oetting	547 South 13 Highway	Lexington	MO	64067	Lafayette	660-259-4371
Kristin	Buford	547 South 13 Highway	Lexington	MO	64067	Lafayette	660-259-4371
Karin	Reickard	1922 Main	Higginsville	MO	64037	Lafayette	660-584-3832
Tana	Bradshaw	105 W. North St.	Mt. Vernon	MO	65712	Lawrence	417-466-2201
Michael	Foppe	6102 Hwy K	Troy	MO	63379	Lincoln	636-528-3180
Shonna	Thate	1392 South Third Street	Troy	MO	63379	Lincoln	636-528-8488
Martha	Scott	100 central	Chillicothe	MO	64601	Livingston	6607074300
Brent	Bernhardt	308 Pine Crest Dr.	Macon	MO	63552	Macon	660-385-2132

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Deborah	Walker	503 N Missouri	Macon	MO	63552	Macon	660-385-4711
Christopher	Dye	667 N. Oak St	Vienna	MO	65582	Maries	417-733-5221
Leslie	Long	667 N. Oak St	Vienna	MO	65582	Maries	417-733-4571
Gail	Barnard	PO Box 366	Pineville	MO	64856	McDonald	417-223-4351
Gail	Brown	712 S. 59th Highway	Anderson	MO	64831	McDonald	417-865-6644
Gina	Finney	305 W. Main	Princeton	MO	64673	Mercer	660-748-3630
Lucretia	Huff	2152 Hwy 52	Tuscumbia	MO	65082	Miller	573-369-2359
Derek	Nelson	2125 Highway 52	Tuscumbia	MO	65082	Miller	573-369-2359
Stacey	Austin	77 highline rd	Lake Ozark	MO	65049	Miller	573-745-0069
Matthew	Birdsley	1767 Bagnell Dam BLVD	Lake Ozark	MO	65049	Miller	573-365-3380
Shane	Roden	1767 Bagnell Dam Blvd	Lake Ozark	MO	65049	Miller	573-365-3380
Scott	Patrick	1304 South Aurora St.	Eldon	MO	65026	Miller	573-392-7303
Mark	Maeder	1304 South Aurora Street	Eldon	MO	65026	Miller	573-392-7303
Kelly	Sedgwick	1304 South Aurora St	Eldon	MO	65026	Miller	573-392-7303
Rebecca	Dowell	310 North Market	Paris	MO	65275	Monroe	
Vickie	Roodhouse	400 Salisbury St	Montgomery City	MO	63361	Montgomery	573-564-2495
Katherine	Hoette	400 Salisbury St	Montgomery City	MO	63361	Montgomery	573-564-2495
Melissa	Owsley	104 W Lafayette	Versailles	MO	65084	Morgan	573-378-5438
Ashleigh	Vaughn	104 W Lafayette	Versailles	MO	65084	Morgan	573-378-5438
Daniel	Jobe	1084 Kentucky Road	Neosho	MO	64850	Newton	417-623-2992
Brian	Bevis	10856 Oakley Lane	Neosho	MO	64850	Newton	417-624-0820
Manuel	Garcia	415 W. Grand Ave.	Neosho	MO	64850	Newton	417-451-3743
Teresa	Nielson	28143 Lake Ridge Dr	Maryville	MO	64468	Nodaway	816-271-6839
Tabitha	Frank	2332 South Main St	Maryville	MO	64468	Nodaway	660-562-2755
Jessica	Wilson	222 E. Third	Maryville	MO	64468	Nodaway	660-562-3209
Wayne	Wilson	222 E. Third	Maryville	MO	64468	Nodaway	660-562-3209
Jennifer	Garrison	304 W 3rd Street	Gainesville	MO	65655	Ozark	417-679-3334
David	Fullhart	PO BOX 1114	Caruthersville	MO	63830	Pemiscot	573-333-5301
Vikki	Pylate	PO Box 1114	Caruthersville	MO	63830	Pemiscot	573-333-5301
Kimberly	Martin	434 N. West St.	Perryville	MO	63775	Perry	573-547-2530



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Mary	Chappius	434 N. West St.	Perryville	MO	63775	Perry	573-768-3210
Kimberly	Grass	406 North Spring Street	Perryville	MO	63775	Perry	573-547-6564
Lisa	Montgomery	911 E. 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Deborah	Jones	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Maria	Olmedo	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Holly	Wiley	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827--1130
Amy	Luvín	1805 West 5th Street	Sedalia	MO	65301	Pettis	573-569-0807
Tammy	Walker	29693 Rattlesnake Hill Rd	Smithton	MO	65350	Pettis	660-827-9465
Lupe	Warnock	911 East 16th Street	Sedalia	MO	65301	Pettis	6608271130
John	Collins	201 West 2nd	Sedalia	MO	65301	Pettis	660-826-8100
Clay	Allison	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-2886
Scott	Proffitt	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Julie	Chirban	1000 West Tenth Street	Rolla	MO	65401	Phelps	573-458-7396
Sammie	Goodson	1101 Hauck Drive	Rolla	MO	65401	Phelps	573-368-2849
Melissa	Griffith	1000th west 10th street	Rolla	MO	65401	Phelps	5734587355
Danny	Crain	Troop I HQ, P.O. Box 128	Rolla	MO	65402-01	Phelps	573-368-2345
Michelle	Danback	30913 Pike 223	Eolia	MO	63344	Pike	636-528-8488
Jennifer	Eisenhower	5 East Church St.	Bowling green	MO	63334	Pike	573-324-6373
Kim	Gamm	5 east church	Bowling Green	MO	63334	Pike	573-324-6373
Delilah	Chatman	5 east Church St	Bowling Green	MO	63334	Pike	573-324-6373
Justin	Selle	1 Health Care Pl.	Bowling Green	MO	63334	Pike	573-324-2111
Stefany	Oyler	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Michael	Bigus	201 Main St.	Platte City	MO	64079	Platte	816-456-8243
Katherine	Robinson (PCSD)	415 3rd Street	Platte City	MO	64079	Platte	816-876-7982
Tricia	Rothweiler	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Christopher	Columbus	1000 Platt Falls Rd	Platte City	MO	64079	Platte	816-858-4450
Marney	Scott	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Joannah	Albright	1500 N. Oakland	Bolivar	MO	65613	Polk	417-328-6302
Susan	Anderson	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250
Sandra	Zanaboni	PO Box 124	Bolivar	MO	65613	Polk	417-326-7250
Melisha	Pearson	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250
Wanita	Lister	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250

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Deborah	Baker	101 12th Street	Crocker	MO	65452	Pulaski	573-736-2217
Calandra	Green-Mason	194 Eastlawn Ave	St Robert	MO	65584	Pulaski	573-451-2000
Patty	McClendon	101 12th Street	Crocker	MO	65452	Pulaski	573-736-2217
Kari	Guffey	103 N. 18th St.	Unionville	MO	63565	Putnam	660-947-2429
Tina	Reed	405 W 1st St	New London	MO	63459	Ralls	573-985-7121
Jessica	Essig	37646 W 210 Hwy	Richmond	MO	64085	Ray	816-470-3030
Ryan	Busby	6302 SE HWY 69	Lawson	MO	64062	Ray	816-580-3903
Carla	Jensen	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Maryann	Lavender	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Connie	Pendley	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Donna	Brooks	62143 hwy 21	Ellington	MO	63638	Reynolds	573-604-1336
Ashley	Mcclanahan	62143 Hwy 21	Ellington	MO	63638	Reynolds	573-663-3257
Beth	Kraner	7017 Bentley Park Drive	O Fallon	MO	63368	Saint Charles	314-251-4688
Laurie	Jack	Rt. 1, Box 55A	Memphis,	MO	63555	Scotland	000-000-0000
Stacey	Dame	102 Grove Estates Ct.	Sikeston	MO	63801	Scott	573-471-4044
Cyd	Parham	903 S. Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Roshaunda	Parham	903 South Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Roketia	Sanders	818 West Wakefield Ave	Sikeston	MO	63801	Scott	573-471-9400
Kenythia	Williams	903 South Kingshighway Suite A	Sikeston	MO	63801	Scott	573-471-9400
Ashley	Cobb	903 S. Kingshighway Suite A	Sikeston	MO	63801	Scott	573-471-9400
Amber	Scudder	202 Lillian	Sikeston	MO	63801	Scott	573-472-4161
Katrina	Word	903 South Kingshighway	Sikeston	MO	63801	Scott	888-317-4949
Johanna	Iwaszkowiec	3104 Waterwheel Place	Saint Charles	MO	63301	St. Charles	773-354-1853
Chris	Sinnokrak	100 N. Main Street	O'Fallon	MO	63366	St. Charles	636-240-3200
Al	Nothum	891 Technology Dr	St. Louis	MO	63304	St. Charles	636-300-2800
Susie	Ochs	200 Civic Center Drive	Lake Saint Louis	MO	63367	St. Charles	636-625-8018
Ronald	Ormsby	119 E. Elm St.	O'Fallon	MO	63366	St. Charles	636-272-3493
Angel	Rubio	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-561-9804

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Michael	Terranova	2533 Lake Saint Louis Blvd	Lake Saint Louis	MO	63367	St. Charles	636-561-9200
Shelby	Wilcox	209 West Pearce Blvd.	Wentzville	MO	63385	St. Charles	636-327-6239
Kyle	Gaines	4169 Old Mill Parkway	St. Peters	MO	63376	St. Charles	636-441-1354
Tim	Urban	209 west pearce blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Jeffrey	Mesle	3300 Bryn Mawr	St. Charles	MO	63301	St. Charles	636-949-3384
Cindy	Miller	#7 Smokey Ridge Ct	St. Charles	MO	63304	St. Charles	832-969-7193
Betty	Rosbrugh	530 Arduser Dr	Osceola	MO	64776	St. Clair	417-646-8157
Melissa	Cone	530 Arduser Drive	Osceola	MO	64776	St. Clair	417-646-8157
Terry	Isgrig	820 Electric St	Farmington	MO	63640	St. Francois	573-756-6764
Greg	Dahm	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Phillip	Davis	14301 South Outer 40 Rd.	Chesterfield	MO	63017	St. Louis	314-275-1507
Nick	Demere	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Angie	Dillick	11365 Dorsett Road	Maryland heights	MO	63043	St. Louis	314-872-6480
Jerry	Hughey	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Amber	Mueller	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-5448
Jill	Mueller	284 Beacon Point Lane	St. Louis	MO	63040	St. Louis	314-604-6244
Steven	Newcomb	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
Sheila	Allen-Frost	P.O. Box 97	Eureka	MO	63025	St. Louis	636-938-5505
Cheryl	Anthonis	11300 St. Charles Rock Road	Bridgeton	MO	63044	St. Louis	314-739-6811
MICHELLE	AVANZADO	79 Meadowbrook Country Club	Ballwin	MO	63011	St. Louis	314-996-7525
Brad	Shelton	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Tom	Bauer	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Shawn	Karl	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-775-9391
Dawn	Suermann	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-6487
Tammy	Kohler	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-6511

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Mark	Kraatz	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Paul	Peebles	12641 Missouri Bottom Road	Hazelwood	MO	63042	St. Louis	314-291-6180
Bianca	Perry	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-6400
Michael	Thiemann	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100x118
Cheryl	Timmerman	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-6473
Jennifer	Werges	120 city hall drive	Eureka	MO	63025	St. Louis	636-938-6600
Robert	Wilhelm	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Todd	Bujnak	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Randy	Getz	6800 Howdershell Rd.	Hazelwood	MO	63042	St. Louis	314-731-3424
Jonathan	Loesch	11365 Dorsett Road	Maryland Height	MO	63043	St. Louis	314-872-6400
Gillian	Rainey	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Chris	Marshall	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Tom	Vatterot	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
P.O. Angela	Walsh	#37 Weis Ave.	Ellisville	MO	63011	St. Louis	636-227-7777
Joel	Cooper	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Pamela	Henson	155 B Beard Drive	Eureka	MO	63025	St. Louis	314-747-3547
David	Schmiderer	2600 Schuetz Road	Maryland Height	MO	63043	St. Louis	314-744-2997
Matt	Seger	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
Beckie	Dart-Frohock	One Children's Place	Saint Louis	MO	63110	St. Louis City	314-454-4002
Allan	DiRie	8847 St. Charles Rock Rd.	St. John	MO	63114	St. Louis City	314-592-3811
Patrick	Howe	7601 Manchester	Maplewood	MO	63143	St. Louis City	314-646-3666
Mary	Muraski	9916 Kennerly Rd	St. Louis	MO	63128	St. Louis City	314-849-6400
Joshua	Myers	800 N. Lindbergh	Creve Coeur	MO	63167	St. Louis City	314-694-2341
Craig	Eisenbeis	272 Hanley Industrial Court	Brentwood	MO	63144	St. Louis City	314-644-7100
Julie	Eldridge	2675 Baltusrol Drive	St. Louis	MO	63129	St. Louis City	314-251-7342
Jennifer	Erickson	7740 Woodstock Road	St. Louis	MO	63135	St. Louis City	573-836-2877
Jermyn	Johnson	1590 Woodlake Dr	St. Louis	MO	63136	St. Louis City	314-453-1747
Alisha	Nsoah	1202 south boyle	St louis	MO	63110	St. Louis City	314-534-1180

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Mario	O'Neil	9916 Kennerly	St. Louis	MO	63128	St. Louis City 618-363-5798
T.J.	Stevens	8401 Airport Road	Berkeley	MO	63134	St. Louis City 314-524-3566
Dee	Stratman	137 W. Argonne	Kirkwood	MO	63122	St. Louis City 314-822-5883
Kent	Berry	1011 Municipal Center Dr.	Town & Country	MO	63131	St. Louis City 314-432-4696
Kelly	Klasek	600 S. Taylor Ave. Suite 202	St. Louis	MO	63110	St. Louis City
David	Peters	9411 Marlowe	Overland	MO	63114	St. Louis City 314-428-1128
Lisa	Taylor	2871 Flameglow Dr	St. Louis	MO	63129	St. Louis City
David	Wideman	1020 Mueller	St. Louis	MO	63123	St. Louis City 314-894-0420
Scott	Willbanks	4400 Shrewsbury Ave.	Shrewsbury	MO	63119	St. Louis City 314-645-5077
Bryan	Brielmaier	10 N. Bemiston	Clayton	MO	63105	St. Louis City 314-290-8485
Steve	Brockman	6801 Delmar Blvd.	University City	MO	63130	St. Louis City 314-505-8769
Dawn	Bruce	4709 Green Park Road	St. Louis	MO	63123	St. Louis City 314-894-2322
Jeffrey	Butler	4709 Green Park Road	St. Louis	MO	63123	St. Louis City 314-894-2322
Rosalyn	Fulton	7200 Manchester	Maplewood	MO	63143	St. Louis City 314-460-3648
Kate	Makela	2001 S. Lindbergh	Saint Louis	MO	63131	St. Louis City 314-432-3600
Matthew	Mathes	11804 Big Bend Road	Kirkwood	MO	63122	St. Louis City 314-630-1306
Steven	Walton	2032 Jenner Lane	St Louis	MO	63138	St. Louis City 314-382-0813
Sue	Hagan	9121 Cherry Brook Lane	Saint Louis	MO	63126	St. Louis City 314-454-6037
Patricia	McGee	566 Lodge Dr.	St. Louis	MO	63126	St. Louis City 314-601-4968
Jamie	Saunders	8454 Glen Echo Drive	Bel-Nor	MO	63121	St. Louis City 314-383-6539
Edward	Scognamiglio	11020 Mueller Road	St. Louis	MO	63123	St. Louis City 314-894-0420
Stacy	Sedlack	5411 Bancroft Ave.	Saint Louis	MO	63109	St. Louis City 314-454-4152
Eric	Woods-Bryant	800 N Lindbergh Blvd	St. Louis	MO	63167	St. Louis City 314-694-2341
Mike	Zacher	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City 314-894-0423
Kendall	Shrum	3 Basler Drive	Ste Genevieve	MO	63670	Ste. Genevie 573-883-7000
Michelle	Braun	Hwy 61 & 32	Ste. Genevieve	MO	63670	Ste. Genevie 573-883-7706
Julie	Flieg	19147 Sugar Bottom Rd	Ste genevieve	MO	63670	Ste. Genevie 573-883-7706
Lajune	Rottler	Hwy 61&32	Ste. Genevieve	MO	63670	Ste. Genevie 573-883-7706
Donna	Williams	800 Ste. Genevieve Drive	Sainte Geneviev	MO	63670	Ste. Genevie 573-883-7706
Robert	BRENNEKE	5939 PINKSTON RD.	ST. GENEVIEVE	MO	63670	Ste. Genevie 573-756-6764
Paula	Grass	115 Basler Dr.	Ste. Genevieve	MO	63670	Ste. Genevie 573-883-7411

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Dawn	Sevier	#3 Basler Dr.	Ste. genevieve	MO	63670	Ste. Genevie	573-883-7000
Kathy	Bowling	1001 N. Hwy. 25	Bloomfield	MO	63825	Stoddard	573-568-4593
Karen	Moody	15479 US Hwy 160	Forsyth	MO	65653	Taney	417-546-4725 ext#301
Jo	Sanchez	15479 us hwy 160	Forsyth	MO	65759	Taney	417-546-4725
Kara	Miller	320 Rinehart Road	Branson	MO	65616	Taney	417-334-4544
William	Thornton	120 South Ash Street	Nevada	MO	64772	Vernon	417-448-2720
Timothy	Bullard	16020 S. 1200 rd	Nevada	MO	64772	Vernon	417-667-4909
Mark	Burger	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2710
Brandon	Leer	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Daniel	Lukasik	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
David	May	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Kim	Gowin	301 North Washington	Nevada	MO	64772	Vernon	417-667-7418
John	McGraw	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Taylor	McKlintic	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Jeremy	Merrick	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Kevin	Scott	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Kelly	Wingert	120 S. Ash	Nevada	MO	64772	Vernon	417-448-2720
Debbie	Hinrichs	18865 Spring Valley Drive	Marthasville	MO	63357	Warren	573-659-5863
Crystal	Epley	P.O. Box 259; Hwy. 67 North	Greenville	MO	63944	Wayne	573-224-3218
Chase	Park	3427 S. State Highway 125	Rogersville	MO	65742	Webster	417-753-4265
Nathan	Sanchez	3427 S. State Highway 125	Rogersville	MO	65742	Webster	417-753-4265
Robert	Talburt	3427 S. State Highway 125	Rogersville	MO	65742	Webster	417-753-4265
Gerry	Gillenwaters	3427 S. State Highway 125	Rogersville	MO	65742	Webster	417-753-4265
Kevin	Loveland	3427 S.State Highway 125	Rogersville	MO	65742	Webster	417-753-4265
Courtne	Glenn	602 E State	Mtn. Grove	MO	65711	Wright	417-926-0009

## REGISTRATION

The registration fee for the CPS Certification Course is \$75.00. Registration MUST be completed online at [www.safekids.org/certification](http://www.safekids.org/certification). Start by selecting the FIND A COURSE link and search for all classes in Missouri to locate a CPS class in your area. Please follow and read all online instructions closely. You will be required to create a user name/ password with an active e-mail address to register.

NOTE: It is preferred that you pay online with a debit or credit card. You are not registered until payment is received. If you cannot register with a debit/credit card, please call 877-366-8154 to be sure you are registering correctly. They are able to help you with any registration problems. For questions about a specific course, contact the lead instructor listed at the registration web site above.

The student manual will be given to you on the first day of class. If you desire to begin preparation in advance, you can find more information and view/download the student manual at [www.cpsboard.org](http://www.cpsboard.org).

PLEASE CONSIDER THIS TRAINING if you are passionate about keeping children safe from their number one killer---UNINTENTIONAL INJURIES!



The Highway Safety Division at MoDOT and other partners are proud to support child passenger safety inspection stations and checkup events. Many Missouri communities are in need of trained volunteers along with agency support for continued involvement in our established programs.

ARRIVE ALIVE--It's For The Kids!



MoDOT's Highway Safety Division  
[www.saveMOLives.com](http://www.saveMOLives.com) • 1-800-800-BELT

# Unhappy about the improper installation of your child safety seat?



See a certified Child Passenger Safety (CPS) technician today for a safe and happy baby!

Or better yet, become a certified CPS technician yourself through the NHTSA certified training. Here's how:

Child Passenger Safety Training Opportunities in Missouri.

### WHY CPS?

- National Certification goes from State to State.
- Be your Agency's/community's local resource person for child passenger safety issues.
- Reduce agency liability by having properly trained staff.
- Support a community program that has high visibility with a great need identified.
- Families are highly mobile today with numerous unmet transportation needs.
- To better educate legislators to the dangers of unsafe laws and the consequences of misuse.
- To better enforce a law you understand.
- To help your agency/community develop transportation policies.
- To participate in or start a child safety seat inspection station in your community.

This national standardized child passenger safety technician certification course is three to four days long and combines classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup event, where students demonstrate proper use and installation of child restraints and safety belts and then teach these skills to parents.

You must attend class each day and the car seat event to successfully complete this course. Certification as a CPS technician is good for two years then requires renewal every two years.

### WHO?

This training is for individuals who want to make a difference in children's lives by educating parents and caregivers on the proper use and installation of child safety seats. Examples are: parents, teachers, nurses, civic organization volunteers, safety members of corporations, childcare providers, OT, PT, staff caring for children with special health care needs, law enforcement, emergency responders, auto dealership & repair staff, school transport staff, social workers, churches & family support workers that work with underserved agencies. Participants should be prepared for the physical activity required for installing child safety seats. Please notify your course lead instructor if you have any physical limitations so your needs can be accommodated.





#### **4. Additional Requirements for lower seat belt use rate states**

##### **iii. Seat Belt Enforcement Effort**

In order to achieve a sustained safety belt enforcement effort, Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign. Missouri has law enforcement projects in each of the counties shown on the map depicting over 70% of the state's population. Those counties and relative agencies are following (SO – Sheriff's Office; PD – Police Department):

Buchanan County: Buchanan Co. SO, St. Joseph PD, Country Club Village PD

Platte County: Platte Co. SO, Platte City PD, Edgerton PD, Weston PD, Parkville PD

Clay County: Clay Co SO, Gladstone PD, Liberty PD, Smithville PD, North KCPD, Kearney PD, Excelsior Springs PD, Oakview PD

Jackson County: Jackson Co SO, KCPD, Independence PD, Lee's Summit PD, Grain Valley PD, Raytown PD, Grandview PD, Lone Jack PD, Sugar Creek PD, Lake Tapawingo PD

Cass County: Cass Co SO, Belton PD, Raymore PD, Pleasant Valley PD, Harrisonville PD, Cleveland PD

Johnson County: Missouri State Highway Patrol

Jasper County: Jasper Co SO, Joplin PD, Webb City PD, Oronogo PD, Carthage PD, Cartersville PD, Duenweg PD, Carl Junction PD, Duquesne PD

Newton County: Newton Co. SO, Neosho PD, Joplin PD

Greene County: Greene Co. SO, Springfield PD, Republic PD, Strafford PD

Christian County: Christian Co SO, Nixa PD, Ozark PD, Billings PD

Boone County: Boone Co. SO, Columbia PD, Hallsville PD

Cole County: Cole Co. SO, Jefferson City PD

Lincoln County: Lincoln Co. SO, Troy PD, Hawk Point PD, Moscow Mills PD

St. Charles: St. Charles Co. SO, St. Charles PD, St. Peters PD, Wentzville PD, O'Fallon PD, Lake St. Louis PD, Foristell PD, Cottleville PD, New Melle PD

St. Louis County: St. Louis County PD, Florissant PD, Hazelwood PD, Bridgeton PD, St. John PD, St. Ann PD, Chesterfield PD, Creve Coeur PD, Maryland Heights PD, Webster Groves PD, Pacific PD, Eureka PD, Kirkwood PD, Olivette PD, Overland PD, Town and Country PD, Bellefontaine Neighbors PD, Ballwin PD, Bel-Nor PD, Breckenridge Hills PD, Brentwood PD, Edmundson PD, Calverton Park PD, Charlack PD, Clayton PD, Country Club Hills PD, Ferguson PD, Glendale PD, Riverside DPS, Rock Hill PD, Shrewsbury PD, University City PD, Velda City PD

St. Louis City: St. Louis Metro PD

Franklin County: Franklin Co. SO, Union PD, Washington PD, St. Clair PD, Sullivan PD, New Haven PD

Jefferson County: Jefferson County SO, Arnold PD, Pevely PD, Crystal City PD, Herculaneum PD, Byrnes Mill PD, DeSoto PD, Festus PD, Hillsboro PD


St. Francois County: Farmington PD, Bonne Terre PD, Leadington PD

Cape Girardeau County: Cape Girardeau Co. SO, Cape Girardeau PD, Jackson PD

We strongly encourage all law enforcement agencies funded through our grants to continue safety belt enforcement activity throughout the grant year.

Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2014 the CIOT quarterly mobilization dates are November 15, 2013, February 21, 2014, March 15-31, 2014, April 14, 2014 and September 14-20, 2014. The March 15-31 campaign will focus on teens and the September 14-20, 2014 campaign will focus on child passenger safety, law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City, Springfield, Joplin and Cape Girardeau. These areas include the counties that comprise the top 70% of the state's population.

To support the continued effort of sustaining safety belt enforcement, law enforcement agencies that are awarded grants each fiscal year to work hazardous moving violation projects include contract conditions that state the following: *Agency is strongly encouraged to participate in all national or state mobilization efforts in conjunction with, or at the direction of the Traffic and Highway Safety Division. These mobilizations include but are not limited to: Click it or Ticket campaign, impaired driving campaign, youth seat belt enforcement campaign, quarterly enforcement efforts, mobilization reporting efforts shall be completed using the online mobilization reporting form.*



## Missouri Department of Transportation

1320 Creek Trail Drive  
P.O. Box 270  
Jefferson City, Missouri 65102  
573.751.4161  
800.800.BELT  
Fax: 573.634.5977

May 9, 2013

Dear Chief/Sheriff:

In 2012 Missouri witnessed a modest increase in traffic fatalities, moving to 829 compared to 786 in 2011. This is the first time in six years Missouri had an increase in the number of people killed in traffic crashes. Even more disheartening, 70.6% of the people killed were unbuckled. In efforts to reduce the number of unbuckled people killed in crashes the Highway Safety Office asks for your participation in the upcoming Click It or Ticket enforcement campaign.

**The Click It or Ticket Campaign runs May 20 – June 2, 2013.** We ask that your agency make a commitment to increase safety belt enforcement while conducting regular traffic stops during this enforcement day. Enclosed are sample pre & post news releases for use with your local media.

Please report your citation data for the 2013 Click It or Ticket to the Highway Safety Office online mobilization site using these instructions:

1. Go to [www.modot.mo.gov](http://www.modot.mo.gov) then click on **"SAFETY"** on the top of the page.
2. Click on **Mobilization Reporting**.
3. Use the drop down arrows to select the **"2013 Click It or Ticket Campaign"** mobilization and your law enforcement department for the agency.
4. Enter your department's **ORI** and enter the password **"Click"**.
5. Next, enter all data collected for the campaign, then hit **"Calc"** and **"Save"**.  
(Note: **"Save"** uploads your data to the site. You can then select your entry to print.)



**As an incentive to participating in this Occupant Protection Enforcement Day, a random drawing of participating agencies will be conducted and the following items awarded:**

- **2 Radar Units**
- **2 Portable Breath Testers (PBTs)**
- **8 LED Traffic Flares**
- **8 Flashlights**
- **4 Window Tint Meters**

**Twenty four reporting agencies will be randomly selected to receive one of the above items.**

In order to complete the mobilization report and be eligible for the drawing, please submit your data for the **"2013 Click It or Ticket" campaign by July 5, 2013**. If you need any assistance, please call the Highway Safety Office at 800-800-2358 or 573-751-4161.

Sincerely,

Leanna Depue, Ph.D.  
Highway Safety Director

Enclosures



*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

# NEWS RELEASE

**For Release:** [Date]

**For More Information Contact:** [Department Contact and Phone Number]

## **[Name of Agency] Releases Results of *Click It or Ticket* Enforcement Motorists Reminded to Buckle Up and Arrive Alive**

[Name of City or County, State] – [Name of Agency] ticketed [#] motorists for not wearing seat belts during the February 22 *Click It or Ticket* mobilization. Law enforcement agencies throughout Missouri participated in this statewide effort to get more motorists to buckle up — and save more lives.

During the enforcement effort, officers issued a total of [#] traffic citations including: [#] seat belt tickets; [#] speeding tickets; [#] driving while intoxicated; and [#] other traffic violations. [#] felony arrests were made as a result of the enforcement.

Despite evidence proving the benefits of wearing a seat belt, nearly one in four Missouri motorists are still not making it click. Seven out of ten Missourians killed in traffic crashes are unbuckled.

“Seat belts are your single best defense in a crash,” stated [Name of Chief or Sheriff]. “We will continue to encourage drivers to make a simple, smart choice to buckle up and Arrive Alive.”

For more information on Missouri’s seat belt use, visit [www.saveMOlives.com](http://www.saveMOlives.com). Buckle Up and Arrive Alive.

#### iv. High Risk Population

During the past three years, 68 percent of individuals killed in crashes in Missouri were unrestrained. The number of unbelted teens killed in Missouri crashes during the last three years is even higher – 75 percent. When analyzing only the pick-up truck drivers and passengers, 84 percent of those killed during the last three years were unrestrained. Missouri’s observed safety belt use rate of 79 percent in 2011 is well below the national average of 84 percent. Missouri conducts both a statewide and a teen safety belt use observational survey each year.

The Child Safety Seat and Commercial Motor Vehicle Driver Safety Belt Use Surveys are conducted periodically. Teen safety belt use is of particular concern. This group’s safety belt use is 12 percent lower than the overall use rate.

Survey	Year	Safety Belt Use
Statewide (all users)	2012	79%
Teen	2012	66%
Child Safety Seat (under 4)	2009	91%
Commercial Motor Vehicle	2012	81%

#### **Countermeasures targeting the high risk populations of teenage drivers, passengers in child safety seats and drivers on rural roadways include:**

##### Education

- Continue to educate law enforcement about the Graduated Driver License (GDL) statute and the provision that defines safety belt enforcement as a primary violation
- Educate GDL recipients about the mandatory safety belt use component of the law
- Continue to expand public information and education campaigns to educate the general public and target groups (pick-up truck and teen occupants) about the importance of occupant protection
- Expand the availability of driver education programs for young drivers (classes, web-based, etc.)
- Educate young drivers on all aspects of safe driving and rules of the road
- Educate parents on the importance of purchasing safety-enhanced vehicles for their young drivers
- Educate parents about the availability of in-vehicle driver monitoring devices
- Educate parents on the importance of open communication with their young drivers regarding high risk driving behaviors (e.g. distractions, impairment, safety belt use, dealing with passengers, etc.)
- Expand peer-to-peer training on safe driving habits and being a safe/respectful passenger

- Educate parents, caregivers and grandparents about proper selection and installation of child safety and booster seats.
- Recruit and certify more law enforcement officers as Child Passenger Safety technicians
- Expand the number of child safety seat inspection stations and certified Child Passenger Safety Technicians.

#### Enforcement

- Aggressively enforce the occupant protection component of the GDL law
- Encourage law enforcement to enact a zero tolerance policy when enforcing the secondary occupant protection law
- Increase the emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs
- Encourage strict enforcement of GDL law (e.g. curfew, safety belt, passenger restrictions)
- Expand enforcement targeting young drivers
- Encourage strict enforcement of texting law
- Expand law enforcement participation in the Youth Seat Belt Enforcement Campaign
- Aggressively enforce the child safety seat and booster seat laws

#### Engineering

- Increase use of message boards and signs that encourage restraint use

#### Public Policy / Other

- Enact a primary safety belt law
- Expand the number of local primary safety belt ordinances
- Enhance GDL law components to include passenger restrictions, stricter curfews, increased supervised driving hours and restricted cell phone use

#### Emergency Medical Services

- Develop a plan to expand the awareness and use of In Case of Emergency (ICE) to encourage people to enter emergency contact information in their mobile phone

#### **Projects Targeting Teenage Drivers, Passengers in Child Safety Seats and Drivers on Rural Roadways**

- Team Spirit – Consisting of two full conferences and four mini conferences conducted each year potentially reaching 72 high schools statewide. One Reunion conducted each year to renew and reenergize students to continue safety belt and safe driving education. Each high school team provides peer-to-peer education in their school and community consisting of seat belt use and safe driving habits.

- Battle of the Belt – Annual seat belt competition conducted by high school students consisting of two surprise seat belt surveys, 4 weeks of peer-to-peer seat belt education and creation of a public service announcement. Approximately 150 schools participate in the competition each year.
- Youth Seat Belt Enforcement – Annual law enforcement seat belt campaign utilizing grant funding to encourage law enforcement agencies to conduct high visibility enforcement for two weeks in locations where teens frequently drive. The enforcement campaign is coupled with a media campaign to encourage and educate teens on the importance of safety belt use.
- Media – Media campaigns and communication efforts are utilized year round through the use of posters, brochures, incentive items, You Tube videos, social media and the SaveMOlives webpage to encourage and educate all age groups and roadway users on the importance of safety belt use.
- Missouri Coalition for Roadway Safety – Coalition efforts in all seven districts target high risk roadway users year round on topics such as seat belt use, texting and driving and underage drinking. Multiple programs and events are carried out though out the state by many different groups.
- Alliance Sports Marketing Campaign – Sponsorship with fifteen motor sports venues across the state and three baseball teams. Each venue implemented the Drive Sober or Get Pulled Over and safety belt messages on premium signage, team schedule posters, making public address announcements and t-shirt promotions.
- Occupant Protection Law Enforcement Grants – Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2013 the CIOT quarterly mobilization dates are November 16, 2012, February 22, 2013, March 15-31, 2013, April 15, 2013 and September 15-21, 2013. The March 15-31 campaign will focus on teens and the September 15-21, 2013 campaign will focus on child passenger safety, law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City, Springfield, Joplin and Cape Girardeau.
- Click It or Ticket It Law Enforcement and Media Campaign – CIOT include providing funding to local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 20 and June 2, 2013. Contract award amounts for enforcement include \$120,000.00 to the Missouri State Highway Patrol, \$188,000.00 to local cities and counties and \$170,000.00 for paid media. Missouri will also promote the 2013 CIOT campaign by issuing news releases to local media and requiring all participating agencies to notify local media about their participation in the



2013 CIOT campaign. All enforcement efforts will be coupled with an aggressive paid media campaign that will begin one week prior to the enforcement campaign and run through June 2, 2013. Missouri averages 170 participating law enforcement agencies for the CIOT national safety belt campaign.

- Child Passenger Safety Technicians - The CPS Coordinator in Missouri's Highway Safety office formulates an annual plan to recruit, train and maintain a sufficient number of child passenger safety technicians. As of February 2013 there are a total of 927 currently certified CPS technicians in Missouri, 36 of whom are certified instructors. Between 8 and 12 CPS Courses are sponsored by the Highway Safety office each year, estimating the certification of more than 200 new technicians annually. This number does not include classes that are sponsored by other agencies/partners.
- Child Passenger Safety Brochure - A CPS training brochure was developed and distributed to the public in an effort to reach potential partners that are interested in enhancing their careers in the field of child passenger safety.

**v. Comprehensive Occupant Protection Program**

To qualify for an occupant protection grant, States must submit an occupant protection plan that describes programs the State will implement for achieving reduction in traffic crashes, fatalities and injuries on public roads. Over the past 5 years, safety belt use in Missouri has ranged between 76-79 percent. As a result, Missouri must apply as a lower seat belt use rate state and implement a comprehensive occupant protection program.

The chart below shows Missouri's seat belt use rate for the past five years.

% of Safety Belt/Passenger Vehicle Restraint Use by Year				
2008	2009	2010	2011	2012
76%	77%	76%	79%	79%

The percent of unrestrained passenger vehicle occupants killed and seriously injured in crashes has remained essentially unchanged over the past five years. In spite of these facts, Missouri has experienced a steady decline in passenger vehicle fatal and serious injuries from 2008 through 2011. Below is a chart showing the number of passenger vehicle occupant fatalities and serious injuries from 2008-2011 and corresponding percent of unrestrained passenger vehicle occupants. Data for 2012 are not available because our crash file for that year has not been finalized.

Fatal/Serious Injury by Percent Unrestrained by Year				
Year	2008	2009	2010	2011
Fatalities	489	425	392	380
% Unrestrained	69.5%	67.1%	67.7%	67.8%
Serious Injuries				
% Unrestrained	38.2%	35.1%	35.9%	35.8%

Missouri's Blueprint to Save More Lives (Strategic Highway Safety Plan) identifies nine strategies having the greatest potential to save more lives and reduce serious injuries. One of the "Necessary Nine" is to increase safety belt use. Aggressive implementation of this strategy and the other eight will lead to more lives being saved.

Safety partners throughout Missouri will work diligently to implement this comprehensive occupant protection program. The overall outcome is to educate and motivate citizens to buckle up every vehicle occupant in an age appropriate restraint or safety belt on every trip. The program involves a combination of enforcement, public information, education and incentives. This two-year comprehensive occupant protection

program includes the following components as outlined in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 20 – Occupant Protection.

## **I. Program Management**

The Highway Safety office provides centralized occupant protection planning, implementation, coordination, and program monitoring. The Highway Safety Office will:

### FY 2013

- Identify an occupant protection coordinator
  - Due to staffing vacancies we currently have an interim coordinator until this vacancy can be filled. We anticipate filling the vacancy by July 1, 2013.
    - Interviews were held June 12 and 13. Offers for employment were made.
- Conduct a NHTSA-facilitated Occupant Protection Assessment by September 1, 2013.
  - A request for an Occupant Protection Assessment has been submitted to the NHTSA Region 7 Office. We are waiting to hear about potential dates for the assessment. In lieu of being selected as a State to have an assessment this year, we are attaching our Occupant Protection Special Management Review, Performance Enhancement Plan and the letter stating that the PEP is closed. Our SMR was conducted in 2007.
    - Due to the overwhelming request for OP Assessments by the states, NHTSA asked Missouri to delay their Assessment until after September 1, 2013. No date has been set.
- Submit a request to the Executive Committee of the Missouri Coalition for Roadway Safety (MCRS) to establish a statewide Occupant Protection Subcommittee (Task Force).
- Continue to encourage the seven Regional Coalitions for Roadway Safety to expand the integration of occupant protection programs into their overall safety programs. They should implement both enforcement and educational Occupant Protection programs.
- Evaluate the effectiveness of the occupant protection program.

- Conduct both a Statewide and Teen Seat Belt Observational Survey
- Monitor the percent of safety belt use by occupants killed in traffic crashes
- Monitor the percent of safety belt use by teens killed in traffic crashes

#### FY 2014

- Develop a multi-year Occupant Protection Strategic Plan
  - Submit a funding proposal to the Executive Committee of the MCRS to host an Occupant Protection Summit. The Highway Safety Office Occupant Protection Coordinator in cooperation with the Occupant Protection Subcommittee will develop the proposal.
  - Once the proposal is approved, the OP Subcommittee and Coordinator will assume the leadership role in organizing and facilitating the Summit.
    - Identify stakeholders to attend the Summit. To assure broad-based participation, stakeholders shall represent the four “E’s” and each MCRS Regional Coalition.
    - Identify location, plan logistics and develop the agenda guided by the elements outlined in NHTSA’s Uniform Guidelines for State Highway Safety Programs No. 20—Occupant Protection.
    - Prepare the multi-year strategic plan based upon the strategies identified at the Summit. The plan will include at a minimum a program management strategy, a program evaluation strategy, a communication and education strategy and an enforcement strategy.
- Evaluate the effectiveness of the occupant protection program by
  - Conducting a Statewide Seat Belt Observational Survey, a Teen Safety Belt Observational Survey, a Child Restraint Observational Survey and a Commercial Driver Safety Belt Observational Survey
  - Monitoring the percent of safety belt use by occupants killed in traffic crashes
  - Monitoring the percent of safety belt use by teens killed in traffic crashes

#### FY 2015

- Develop a multi-year implementation plan for the Occupant Protection Strategic Plan

- The Highway Safety Office Occupant Protection Coordinator in cooperation with the Occupant Protection Subcommittee will develop the implementation plan.
- Once the plan is completed, the OP Subcommittee and Coordinator will assume the leadership role in educating the MCRS Executive Committee and the 7 MCRS Regional Coalitions about the elements of the plan. In addition they will seek the Regional Coalitions support to assist in implementing the Plan.
- Evaluate the effectiveness of the occupant protection program by
  - Conducting a Statewide Seat Belt Observational Survey, a Teen Safety Belt Observational Survey
  - Monitoring the percent of safety belt use by occupants killed in traffic crashes
  - Monitoring the percent of safety belt use by teens killed in traffic crashes

## **II. Legislation, Regulation, and Policy**

Efforts continue to enact new laws and strengthen existing occupant protection laws, regulation and policies to increase the use of age appropriate restraints and safety belts. The Highway Safety Office will:

### FY 2013

- Support efforts to alter legislation that would increase age appropriate restraint use/ safety belt use, i.e. primary enforcement, increase the fine for not wearing a safety belt and local primary safety belt ordinances
- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel
- Support and increase awareness about Missouri Department of Transportation's Guide for Drivers on MoDOT Business official policy that "seat belt use is mandatory for the driver and all passengers"

### FY 2014

- Support efforts to alter legislation that would increase age appropriate restraint use/ safety belt use, i.e. primary enforcement, increase the fine for not wearing a safety belt and local primary safety belt ordinances

- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel
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- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel
- Support and increase awareness about Missouri Department of Transportation's Guide for Drivers on MoDOT Business official policy that "seat belt use is mandatory for the driver and all passengers"

### **III. Enforcement Program**

A core element of our occupant protection program is strong, sustained enforcement of existing laws coupled with public education. To advance these elements, the Highway Safety Office will:

#### FY 2013

- Support vigorous enforcement of occupant protection laws through special OP funding and incentive programs
  - Click It or Ticket Mobilization
  - 4 Quarterly Occupant Protection Enforcement initiatives established by Missouri's Law Enforcement Traffic Safety Advisory Council
- Offering specialized training for law enforcement officers on the technical aspects of child safety seats and the corresponding laws and officer safety and safety belt use

#### FY 2014

- Support vigorous enforcement of occupant protection laws through special OP funding and incentive programs
  - Click It or Ticket Mobilization

- 4 Quarterly Occupant Protection Enforcement initiatives established by Missouri's Law Enforcement Traffic Safety Advisory Council
  - National Child Passenger Safety Week
- Offering specialized training for law enforcement officers on the technical aspects of child safety seats and the corresponding laws, and officer safety and safety belt use
- Increase law enforcement officers' awareness of the occupant protection components of the Graduated Driver License Law and encourage strong enforcement of these laws.

#### FY 2015

- Support vigorous enforcement of occupant protection laws through special OP funding and incentive programs
  - Click It or Ticket Mobilization
  - 4 Quarterly Occupant Protection Enforcement initiatives established by Missouri's Law Enforcement Traffic Safety Advisory Council
  - National Child Passenger Safety Week
- Offering specialized training for law enforcement officers on the technical aspects of child safety seats and the corresponding laws, and officer safety and safety belt use
- Increase law enforcement officers' awareness of the occupant protection components of the Graduated Driver License Law and encourage strong enforcement of these laws.

#### **IV. Public Information and Education Program**

To enhance public awareness and knowledge about the value of using safety belts and age-appropriate restraints, the state's media efforts have been and will continue to be strongly focused towards this effort. The Highway Safety Office will enlist the support of media to implement a well-planned public information program as well as:

#### FY 2013

- Support each OP law enforcement initiative with a corresponding public information campaign designed to increase the public's awareness of aggressive enforcement during specified periods
- Continue to develop specialized messages and educational programs that target low-use populations like teens, pick-up drivers, African American drivers/vehicle occupants and rural populations
- Continue to use NHTSA supported OP public information materials to the fullest extent
- Publicize results of OP surveys and relevant data through press releases and events
- Continue to encourage news media to report belt use and non-use in motor vehicle crashes
- Include Occupant Protection questions on our annual Highway Safety Driver Survey

#### FY 2014

- Support each OP law enforcement initiative with a corresponding public information campaign designed to increase the public's awareness of aggressive enforcement during specified periods
- Continue to develop specialized messages and educational programs that target low-use populations like teens, pick-up drivers, African American drivers/vehicle occupants and rural populations
- Continue to use NHTSA and other State developed OP public information materials to their fullest extent
- Publicize results of OP surveys and relevant data through press releases and events
- Continue to encourage news media to report belt use and non-use in motor vehicle crashes
- Encourage MCRS Regional Coalitions to host media events for Click It or Ticket and National Child Passenger Safety Week
- Include Occupant Protection questions on our annual Highway Safety Driver Survey

#### FY 2015

- Support each OP law enforcement initiative with a corresponding public information campaign designed to increase the public's awareness of aggressive enforcement during specified periods



- Continue to develop specialized messages and educational programs that target low-use populations like teens, pick-up drivers, African American drivers/vehicle occupants and rural populations
- Continue to use NHTSA and other State developed OP public information materials to the fullest extent
- Publicize results of OP surveys and relevant data through press releases and events
- Continue to encourage news media to report belt use and non-use in motor vehicle crashes
- Encourage MCRS Regional Coalitions to host media events for Click It or Ticket and National Child Passenger Safety Week
- Include Occupant Protection questions on our annual Highway Safety Driver Survey

## **V. Health/Medical Program**

Failing to wear a safety belt or use age-appropriate restraints is a major public health issue. Efforts will be made to integrate occupant protection elements into health programs. The Highway Safety Office will:

### FY 2013

- Continue to utilize health care professionals as speakers at press events, conferences and summits
- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital
- Continue to support health department's educational programs to encourage use of age appropriate restraints
- Continue to utilize medical expense data to support the positive results of using age appropriate child restraints and safety belts

### FY 2014

- Continue to utilize health care professionals as speakers at press events, conferences and summits
- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital

- Continue to support health department's educational programs to encourage use of age appropriate restraints
- Continue to encourage physicians to educate patients, parents, and other care-givers about the need to use age appropriate restraints
- Continue to utilize medical expense data to support the positive results of using age appropriate child restraints and safety belts

#### FY 2015

- Continue to utilize health care professionals as speakers at press events, conferences and summits
- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital
- Continue to support health department's educational programs to encourage use of age appropriate restraints
- Continue to encourage physicians to educate patients, parents, and other care-givers about the need to use age appropriate restraints
- Continue to utilize medical expense data to support the positive results of using age appropriate child restraints and safety belts

### **VI. Child Passenger Safety Program**

Promotion of proper use of age-appropriate child restraints is a key component of the occupant protection program. To help achieve that objective the Highway Safety Office will:

#### FY 2013

- Maintain the state Child Passenger Safety Advisory Committee
- Host a Child Passenger Safety Advisory Committee annual meeting to strengthen communication and discuss program direction and recommendations
- Increase the number of Child Passenger Safety Technicians and Instructors
- Conduct and support child safety seat educational programs and displays (e.g. checkup events, community fairs, presentation for community groups, etc.)
- Garner support for National CPS week in September from Regional Coalition Safety partners, CPS Advisory Committee, media and other advocates

#### FY 2014

- Maintain the state Child Passenger Safety Advisory Committee

- Host a Child Passenger Safety Advisory Committee annual meeting to strengthen communication and discuss program direction and recommendations
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- Increase the number of Child Passenger Safety Technicians and Instructors
- Conduct and support child safety seat educational programs and displays (e.g. checkup events, community fairs, presentation for community groups, etc.)
- Garner support for National CPS week in September from Regional Coalitions, Safety partners, CPS Advisory Committee, media and other advocates

### **VII. School-Based Program**

Efforts will be made to incorporate occupant protection principles into school-based curricula and programs. To help accomplish this goal, the Highway Safety Office will:

#### FY 2013

- Continue to encourage the Highway Safety Office and the MCRS Regional Coalitions to support OP school-based programs (e.g. Battle of the Belt, Tween Programs, Buckle Buddy the Buckle Up Dragon)
- Continue to support OP programs through the Highway Safety Office and the MCRS Regional Coalitions at school-based health fairs, extra-curricular activities, state championship events, etc.
- Continue to support OP activities of the Partners in Prevention. Partners in Prevention are a conglomerate of Universities implementing various prevention programs.
- Continue to support the Highway Safety Office high school-based Team Spirit and Team Spirit Reunion programs. These programs develop school-based highway safety action plans which include an occupant protection component.

#### FY 2014

- Continue to encourage the Highway Safety Office and the MCRS Regional Coalitions to support OP school-based programs (e.g. Battle of the Belt, Tween Programs, Buckle Buddy the Buckle Up Dragon)
- Continue to support OP programs through the Highway Safety Office and the MCRS Regional Coalitions at school-based health fairs, extra-curricular activities, state championship events, etc.
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- Continue to support OP activities of the Partners in Prevention. Partners in Prevention are a conglomerate of Universities implementing various prevention programs.
- Continue to support the Highway Safety Office high school-based Team Spirit and Team Spirit Reunion programs. These programs develop school-based highway safety action plans which include an occupant protection component.

### **VIII. Worksite Program**

Employers should develop strong workplace occupant protection use policies and enforcement strategies. These programs should stress the importance of safety belt use both on and off the job. To advance this program, the Highway Safety Office will:

#### FY 2013

- Meet with the Missouri based Safety Councils to discuss the potential of developing an employer educational program focusing on the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
- Participate as requested in worksite based health fairs and events
- Provide OP speakers for worksite based educational programs

#### FY 2014

- Partner with the Missouri based Safety Councils to host employer OP educational programs. Topics will include the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
- Participate as requested in worksite based health fairs and events
- Provide OP speakers for worksite based educational programs

#### FY 2015

- Partner with the Missouri based Safety Councils to host employer OP educational programs. Topics will include the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
- Participate as requested in worksite based health fairs and events
- Provide OP speakers for worksite based educational programs

### **IX. Outreach Program**

Engaging individuals and organizations outside the traditional highway safety community in occupant protection education is key to advancing the use of safety belts and age-appropriate restraints. These programs not only increase knowledge about occupant protection but stimulate community support. To expand community involvement, the Highway Safety Office will:

#### FY 2013

- Continue to support the seven MCRS Regional Coalitions and their occupant protection initiatives

- Utilize the State MCRS Public Information Subcommittee to develop occupant protection outreach and public information materials for use by the MCRS Regional Coalitions
- Develop occupant protection displays for use at the Missouri State Fair and other major community events
- Continue to support the use of the nine seat belt convincers at public events throughout the State

#### FY 2014

- Continue to support the seven MCRS Regional Coalitions and their occupant protection initiatives
- Utilize the State MCRS Public Information Subcommittee to develop Occupant protection outreach and public information materials for use by the MCRS Regional Coalitions
- Develop occupant protection displays for use at the Missouri State Fair and other major community events
- Continue to support the use of the nine seat belt convincers at public events throughout the State
- Continue to support the use of crashed car/truck displays at public events and parades
- Continue to promote the *Saved by the Belt* survivor program

#### FY 2015

- Continue to support the seven MCRS Regional Coalitions and their occupant protection initiatives
- Utilize the State MCRS Public Information Subcommittee to develop Occupant protection outreach and public information materials for use by the MCRS Regional Coalitions
- Develop occupant protection displays for use at the Missouri State Fair and other major community events
- Continue to support the use of the nine seat belt convincers at public events throughout the State
- Continue to support the use of crashed car/truck displays at public events and parades
- Continue to promote the *Saved by the Belt* survivor program

## **X. Evaluation Program**

Several types of evaluations will be used to measure the progress of the occupant protection program strategies. To monitor the progress, the Highway Safety Office will:

### FY 2013

- Conduct a statewide safety belt observational survey using the new NHTSA approved methodology. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
  - The statewide survey was conducted June 3-16. There were 520 observation sites in the 2013 observational survey.
- Conduct a teen safety belt observational survey at 150 high schools throughout MO. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
  - The Teen survey was conducted in April 2013. There were 150 high schools surveyed.
- Conduct data analysis to determine safety belt use in fatal and serious injury crashes
  - Monitoring the percent of safety belt use by occupants killed and seriously injured in traffic crashes
  - Monitoring the percent of safety belt use by teens killed or seriously injured in traffic crashes

### FY 2014

- Conduct a statewide safety belt observational survey using the new NHTSA approved methodology. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a teen safety belt observational survey at 150 high schools throughout MO. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a child restraint observational survey at 21 locations in 18 counties at local retail stores
- Conduct a Commercial Motor Vehicle Safety Belt Driver Survey at 250 locations in 76 Missouri counties.
- The following performance measures will be monitored
  - Number of unrestrained vehicle occupant fatalities and serious injuries

- Number of unrestrained vehicle occupant fatal and serious injury crashes
- Percent of unbelted drivers killed in crashes
- Percent of unbelted teen driver (15-19) killed in crashes
- Number of local primary safety belt

#### FY 2015

- Conduct a statewide safety belt observational survey using the new NHTSA approved methodology. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a teen safety belt observational survey at 150 high schools throughout MO. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- The following performance measures will be monitored
  - Number of unrestrained vehicle occupant fatalities and serious injuries
  - Number of unrestrained vehicle occupant fatal and serious injury crashes
  - Percent of unbelted drivers killed in crashes
  - Percent of unbelted teen driver (15-19) killed in crashes
  - Number of local primary safety belt





U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 7  
Arkansas, Iowa, Kansas,  
Missouri, Nebraska

901 Locust, Suite 466  
Kansas City, MO 64106  
Phone: 816-329-3900  
Fax: 816-329-3910

November 6, 2007

Leanna Depue, Ph.D:  
MoDOT  
Highway Safety Division  
P.O. Box 270  
Jefferson City, MO 65102

Dear Dr. Depue:

Attached is the final report of the Seat Belt Special Management Review (SMR) conducted during the week of July 31 – August 2, 2007. Contained within the report are strengths and deficiencies of the Missouri Highway Safety Division's program. These strengths and deficiencies are based on our review findings and discussions with your staff and other selected interviewees, as listed within the report. Also, contained in the draft report are recommendations for the deficiencies identified. These recommendations will assist you and your staff in developing your Performance Enhancement Plan (PEP).

Susan DeCourcy will assist your office with the development of the PEP and monitoring progress made during the implementation of your plan. Once the PEP has been implemented we will issue a letter closing this Special Management Review.

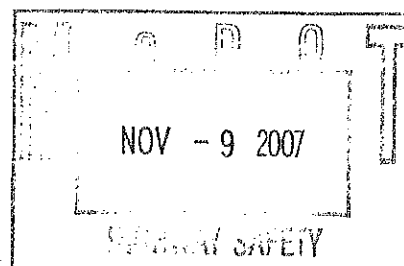
We have attached an evaluation form for your office to complete and fax to: Marlene Markison at 202-366-7394 and Romell Cooks at 816-329-3910.

We want to thank you and your office for the cooperation and assistance that was provided to us during the Seat Belt Special Management Review.

Sincerely,

Romell Cooks *for*  
Regional Administrator

Enclosure



**NHTSA Region 7  
Special Management Review  
- Seat Belts -**

**Missouri Department of Transportation  
Highway Safety Division**

November 6, 2007

### **Special Acknowledgements**

The review team would like to extend our thanks and appreciation to Ms. Leanna Depue, Director of the Missouri Highway Safety Division for taking the time to discuss the importance and progress of our Special Management Review, and for her expressed interest in our Final Report.

We would also like to thank other key management officials within the Missouri Department of Transportation (MODOT) Highway Safety Division who participated in discussions during the review, specifically Mr. Scott Turner, Ms. Vicky Williams, and Mr. Bill Whitfield.

## Report Content

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Executive Summary

Summary of Recommendations and Commendations

I Purpose

II Authority

III Scope

IV Status, Comments, Recommendations &  
Commendations

## EXECUTIVE SUMMARY

This report was developed as a result of a Seat belt Special Management Review (SMR) of the Missouri Department of Transportations (MODOT) Highway Safety Division (HSD) Fiscal Years 2004, 2005, and 2006. The review was conducted by the National Highway Traffic Safety Administration (NHTSA) Region 7, and included an on-site visit to the HSD in Jefferson City, Missouri during the period of July 31, 2007 to August 2, 2007.

This report notes the status of Missouri's seat belt program along with recommendations and commendations. The SMR team included Deputy Regional Administrator Jim Green, Senior Regional Program Manager Susan DeCourcy and Shirley Barton Occupant Protection Specialist, NHTSA's Occupant Protection Division, Washington, D.C. office. During the SMR, various documents were examined and interviews were conducted with personnel representing the HSD, law enforcement community, and key highway safety partners.

### ***A. SUMMARY OF RECOMMENDATIONS AND COMMENDATIONS***

#### **RECOMMENDATION:**

Based on the interviews and documents reviewed, we are recommending the following corrective actions:

The State, in conjunction with the NHTSA Region 7 Office, will develop a Strategic Seat Belt Plan that will include the following core elements:

- Conduct an Occupant Protection assessment during Fiscal Year 2008
- Contract for a Law Enforcement Liaison
- Develop and implement a regional seat belt training program for law enforcement agencies
- Expand seat belt enforcement efforts to include quarterly enforcement waves
- Evaluate the St. Louis County primary seat belt ordinance for effectiveness

We are requesting that you develop a Performance Enhancement Plan (PEP) that will incorporate the above recommendation. A PEP is developed collaboratively between the NHTSA Regional Office and the State Highway

Safety Office, and details strategies for implementation of the recommendations, establishes target dates for completion of each recommendation, and contains a status element for indicating progress of each recommendation based upon periodic reporting by the State.

### **COMMENDATIONS:**

We commend the State for their strong leadership especially Missouri Department of Transportation Director Mr. Pete Rahn and Ms. Leanna Depue, Director of the Highway Safety Division. Mr. Rahn and Ms. Depue have established high goals for the MODOT and traffic safety programs. They have implemented strong enforcement programs within the State and they continue to look for new and innovative programs to implement.

#### **I. PURPOSE**

The following report has been developed as a result of a Special Management Review (SMR) of the Highway Safety Division (HSD) covering Federal Fiscal Years 2004, 2005 and 2006. The SMR focused on the Seat belt programs as administered by the HSD. The review was conducted by a three-member team from the National Highway Traffic Safety Administration's (NHTSA), Region VII Office in Kansas City, Missouri, and a representative from the NHTSA Washington, D.C. office during July 31, 2007 to August 2, 2007.

Special management reviews are triggered by analyses of the State's most current data available from FARS, mileage death rates, alcohol death rates and seat belt surveys, and are scheduled as a result of a State's lack of performance or minimal progress toward meeting priority safety performance goals over a consecutive three-year period. The data that triggered this review is from the fiscal years 2004-2006. The SMR is performance-based, and examines management and operational practices in specific program areas (seat belts) to determine why program performance and progress has not kept up with the national average.

#### **II. AUTHORITY**

##### **Authority 23 CFR 1200.25 Improvement Plan**

The authority for a SMR evolves from 23 CFR sub-section 1200.25, which states that if a review of the Annual Report required under subsection 1200.33 of this part or of other relevant information indicates little or no progress toward meeting State goals, the Approving Official and State Officials will jointly develop an Improvement Plan. This plan will detail strategies, program activities, and funding targets to meet the defined goals.

Under the SMR process, a Performance Enhancement Plan (formerly known as Improvement Plan) is developed in response to a State's failure to meet performance goals; substandard performance; or failure to show improvement toward priority safety programs goals over a three-year period. The Performance Enhancement Plan (PEP) is developed collaboratively between the regional office and the State, and details strategies for implementation of the recommendations resulting from the SMR.

### III. SCOPE

This report reflects the results of a SMR of the HSD. The focus of the review was on the State's seat belt programs. The review was conducted by the NHTSA Region 7 on July 31 – August 2, 2007 by Jim Green, Deputy Regional Administrator and Team Leader; Susan DeCourcy, Senior Regional Program Manager, and Shirley Barton, Occupation Protection Division, Washington, D.C. As part of this SMR, formal interviews were conducted on-site at the Federal Highway Administration Division Office in Jefferson City, Missouri. The interviewees included key partners; project staff, state and local agencies, and other partners that support the statewide seat belt programs. Invitees included representatives from the following agencies and organizations as follows:

Ms. Leanna Depue, Director, Highway Safety Division  
Mr. Scott Turner, Program Administrator, Highway Safety Division  
Mr. Bill Whitfield, Senior System Management Specialist  
Ms. Vicky Williams, Senior System Management Specialist  
Mr. Brian Chandler, MODOT Traffic Division  
Mr. Dale Findlay, Director, Missouri Safety Council  
Mr. Ron Beck, Missouri State Highway Patrol  
Mr. Russ Dunwiddie, Asst. Director of Traffic Division, MO State Highway Patrol  
Sgt. James Mundel, St. Louis County Police Department  
Lt. Greg Smith, Missouri State Highway Patrol  
Ms. Lynn Knifong, Missouri Safety Center  
Ms. Gena Spence, Missouri Safety Center  
Ms. Michelle Gibler, Think First Missouri  
Ms. Lori Minor, Traffic Safety Alliance of the Ozarks  
Lt. Mike Siemers, St. Louis Metro Police Department  
Ms. Sandy Hentges, MoDOT System Management  
Ms. Melissa Black, MoDOT System Management  
Ms. Laura Holloway, MoDOT System Management  
Ms. Sharee Galnore, Cape Girardeau Safe Community

In accordance with NHTSA guidelines, the following areas were reviewed:

- A. Leadership Issues** – Governor's support; dedicated position for leadership in seat belts; statewide task force on seat belt issues; high

visibility seat belt enforcement; multi-jurisdictional planning; percent of population coverage; and minority outreach.

- B. Project Issues** – law enforcement liaison program; delivery of seat belt training; enforcement plans; use of paid media; projects funded during past three years; and project evaluation.
- C. Spending Issues** – law enforcement incentive program; evaluation of incentive programs; other funding sources;
- D. Legislation Issues** – review of seat belt legislation and legislative needs for compliance with requirement in Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU).
- E. Issues with the State's Priorities for its Seat belt Program** – seat belt goals; project selection process; priority ranking system for projects; evaluation criteria used for project selection.

### **III. STATUS, COMMENTS, RECOMMENDATION & COMMENDATIONS**

#### **A. LEADERSHIP**

##### **Leadership Issues – Strengths:**

Strong support from the Missouri Department of Transportation –Mr. Pete Rahn, Director of the Missouri Department of Transportation has been very supportive of the Highway Safety Division program's along with serving as a highly visible spokesperson for traffic safety issues. In Fiscal Year 2007, the MoDOT's top priority was passing a primary seat belt law.

Strong support from Missouri State Highway Patrol – Colonel James Keathley supports high visibility enforcement of the State's seat belt law. The State Highway Patrol participates in the National CIOT Mobilization.

The development of the Missouri Coalition for Roadway Safety has been an asset to the leadership of MoDOT in promoting safety efforts and messages, and the implementation of regional highway safety activities.

##### **Leadership Issues – Deficiencies:**

The Governor does not publicly support a primary seat belt law. Missouri does not have a Strategic Seat belt Plan. Even though seat belt is addressed in the Blueprint plan and the Highway Safety Plan; neither of these includes elements of a stand alone Strategic Seat belt Plan. Missouri has never had a NHTSA Occupant Protection Assessment.

##### **Recommendations - Leadership:**



A.1 - Conduct a NHTSA Occupant Protection Assessment during FY 08. Work with the NHTSA Regional Office to schedule and organize the assessment.

## **B. PROJECT ISSUES**

### **Project Issues – Strengths:**

Law enforcement commitment – Law Enforcement agencies that are under contract with HSD are strongly committed to enforcement of the seat belt law and participating in the National CIOT Mobilization.

The state has implemented a variety of seat belt programs such as high visibility enforcement and paid media; Saved by the Belt campaign; Operation Safe Teen law enforcement and paid media campaign; Battle of the Belts high school competition program; and the Pick up Truck mobilization law enforcement and paid media campaign.

The HSD has developed a law enforcement reporting system where law enforcement agencies are able to enter their citation data on-line. This new reporting system has made it easier for the law enforcement agencies to report the data and has given the HSD access to the data instantly.

### **Project Issues – Deficiencies:**

Law enforcement participation – Missouri only experienced a slight increase in local law enforcement agencies participation in the CIOT Mobilization from 144 agencies in 2006 to 146 in 2007. There are a total of 653 law enforcement agencies in Missouri. Agencies participating in 2007 represented 22% of the law enforcement agencies in the State. The HSD has 3 program staff dedicated to law enforcement programs and provides input to the LETSAC Board initiatives, therefore, the number of participating agencies should be increasing each year.

HSD does not have a Law Enforcement Liaison (LEL). Illinois has 7 LEL's and has seen the law enforcement participation in mobilizations, crackdowns, etc. increase significantly. Iowa and Kansas has also had LEL's for several years and has developed a great relationship between law enforcement agencies and the Highway Safety Offices. An LEL would greatly enhance Missouri's highway safety program and assist the State in gaining greater participation from law enforcement agencies during the CIOT mobilization.

Formal seat belt training for law enforcement does not exist. It is critical that all law enforcement departments have police officers wear their seat belts. Law enforcement serves as a role model for the community which they serve and when they do not wear their seat belts, the message is clear to community.

Organized statewide seat belt enforcement currently occurs once a year during the National CIOT Mobilization. Changing seat belt habits and increasing seat belt usage requires continued enforcement and education.

### **Recommendations – Project Issues:**

B.1. - Hire at least one LEL. This position will assist in increasing the number of law enforcement agencies participating in the CIOT Mobilization and quarterly Enforcement waves.

B.2. - Conduct regional seat belt training for law enforcement agencies. The training should utilize NHTSA's Traffic Occupant Protection Strategies (TOPS) course, which is geared towards law enforcement. TOPS is in its final pilot stage and should be ready for implementation by FY 08.

B.3. – Statewide seat belt enforcement efforts should be expanded to include quarterly enforcement waves. A strong media component, both paid and earned should also be implemented to support the additional seat belt enforcement activities.

### **C. SPENDING ISSUES**

#### **Spending Issues – Strengths:**

Strong funding support from the HSD – Missouri has shown strong funding support for seat belt by providing the following amounts and percentages of their total program funds available to seat belt programs:

During the past 3 years, the Missouri Highway Safety Division committed approximately 35 percent of their available funds to seat belt programs.

In FY 07, the State of Missouri spent approximately \$350,000 of state funds towards paid media for the teen safety belt usage program and CIOT.

The HSD has provided adequate funding levels for paid media to support the National Click it or Ticket program, State seat belt efforts and child safety seat promotions. The HSD has spent the following on paid media:  
CIOT/BUIYT - \$375,000, CPS - \$100,000, Young Driver - \$150,000.

The HSD has utilized additional funding sources to support certain occupant protection initiatives. The use of State road funds and donations from State Farm Insurance companies have allowed for additional activities to occur.

### **Spending Issues – Deficiencies:**

None.

### **Recommendations – Spending Issues:**

C.1. – Continue the statewide, yearlong media efforts that include earned and paid media efforts.

C.2. – Increase or at least maintain the percentage of funds dedicated to public information and education, which includes paid media.

## **D. LEGISLATION ISSUES**

### **Legislative Issues- Strengths:**

Pete Rahn, Director of MoDOT made passing a primary seat belt bill his 2007 priority program. Mr. Rahn was instrumental in mobilizing the Missouri Coalition for Roadway Safety this past legislative session to promote passing a primary seat belt bill. Mr. Rahn has been very supportive of the Highway Safety Division program's along with serving as a highly visible spokesperson for traffic safety issues.

The Missouri Coalition for Roadway Safety's Legislative committee is made up of key traffic safety partners in the State and focuses on using grassroots efforts to generate support for contacting legislators to pass a primary seat belt bill. The chair of the committee is dedicated to working to get traffic safety bills passed. His endless support has been extremely valuable to the State.

The Highway Safety Division in cooperation with MoDOT's legislative affairs section and the Missouri Safety Council visited each legislator for the past two years and provided them with seat belt information.

St. Louis County passed a primary seat belt ordinance in March 2007. This is the first formal primary seat belt ordinance passed in Missouri.

### **Legislative Deficiencies:**

The Governor has not publicly supported a primary seat belt bill.

The fine for a seat belt violation is \$10 with no court costs.

## **Recommendations – Legislation Issues:**

D.1. – The Missouri Highway Safety Division should monitor and conduct an administrative evaluation of the impact of the St. Louis County primary seat belt ordinance. If the primary ordinance proves to be successful, the HSD should identify other areas in the State to promote passing a primary seat belt ordinance. Mr. Jim Nichols, data contractor for the NHTSA Region 7 Office, is available to assist the State in evaluating the St. Louis County primary seat belt ordinance. It is recommended that Mr. Nichols work with the MDHS and the Missouri Safety Center to determine the effectiveness of the primary seat belt ordinance.

## **E. ISSUES WITH THE STATE'S PRIORITIES FOR ITS SEAT BELT PROGRAM**

### **Issues with Missouri's Priorities – Strengths:**

HSD has set realistic goals and has high expectations for their seat belt program

– To establish their goals, the HSD uses data collected from the State Traffic Accident Tracking System (STARS). This data drives the locations and focus for funding projects. The HSD also uses information from the *Countermeasures that Work* document and have implemented best practices programs that have worked in other states. The seat belt goals were derived from the low use rate in Missouri and the number of fatalities who were not buckled. The State seat belt survey and the CPS survey provide the HSD with the lowest usage areas in the state. The STARS provides them with the numbers of fatalities who were not buckled. In addition, county maps of the state shows fatalities by county coupled with the number of those who were unbelted.

Setting Goals – Beginning with the FY 07 HSP, the HSD set goals for the law enforcement sub-grantees to achieve. This provided greater guidance and better expectations to the sub-grantees.

Web-based Grant Management System – The HSD hosts grant application workshops in five regional locations. During these meetings, statistics are provided, goals and effective countermeasures are discussed, and details on how to apply through the web-based grant management system are given. This system has allowed the HSD to manage the grants more effectively and efficiently.

## SHSO Management Review Evaluation Information

(To be completed by a representative of the State Highway Safety Office)

State Missouri Type Management Review  
Review Dates 07/31/07 -- 08/02/07 ☒ Special Mgmt Review Seat Belts  
(Program Area)

Review Team: Leader: Jim Green  
Members: Susan DeCourcy  
Shirley Barton

### Scheduling and Preparation

1. Approximately when was your office first notified that this review would be conducted? \_\_\_\_\_
2. Was the notification adequate to allow you to prepare for the review?  
\_\_\_ Yes \_\_\_ No If no, please explain \_\_\_\_\_  
\_\_\_\_\_
3. What documents, materials or other information were you asked to provide to the NHTSA Regional Office prior to the review? \_\_\_\_\_  
\_\_\_\_\_
4. In your opinion, was the request for these documents, materials and other information reasonable and pertinent to the subject matter of the review?  
\_\_\_ Yes \_\_\_ No \_\_\_ Not sure If no or not sure, please explain \_\_\_\_\_  
\_\_\_\_\_

### A. Review Process

1. In your opinion, did the review team interview appropriate individuals who possess knowledge relevant to the subject matter of the review?  
\_\_\_ Yes \_\_\_ No \_\_\_ Not sure If no or not sure, please explain \_\_\_\_\_  
\_\_\_\_\_
2. Do you believe the interviews were conducted with adequate scope and depth to obtain all information relevant to the subject matter of the review?  
\_\_\_ Yes \_\_\_ No \_\_\_ Not sure If no or not sure, please explain \_\_\_\_\_  
\_\_\_\_\_

3. Do you believe the review team, as a whole, possessed adequate knowledge of the subject matter of the review to conduct the interviews effectively and reach appropriate conclusions about your program?

☐ Yes ☐ No ☐ Not sure If no or not sure, please explain

\_\_\_\_\_

\_\_\_\_\_

4. Overall, how would you rate the professionalism and competence of the review team? ☐ Very High ☐ High ☐ So-So ☐ Low ☐ Very Low

If other than Very High or High, please elaborate \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. Overall, how smoothly did the review process go?

☐ Very Smoothly ☐ Fairly Smoothly ☐ So-So ☐ Fairly Unsmoothly ☐ Very Unsmoothly

6. Please offer any specific comments that you feel are appropriate about individual members of the review team, or about the team as a whole. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### C. Outcome

1. Do you believe the conclusions reached by the review team accurately reflect the status of your program?

☐ Yes ☐ No ☐ Not sure If no or not sure, please explain

\_\_\_\_\_

\_\_\_\_\_

2. Do you believe the review team's recommendations for changes or improvements to your program are appropriate?

☐ Yes ☐ No ☐ Not sure If no or not sure, please explain

\_\_\_\_\_

\_\_\_\_\_

3. Overall, how satisfied are you with this review process and its outcome?

☐ Very satisfied ☐ Satisfied ☐ So-So ☐ Dissatisfied ☐ Very dissatisfied

If other than Very satisfied or Satisfied, please elaborate \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please sign here, unless you wish to remain anonymous: \_\_\_\_\_

Please feel free to attach any additional comments, and describe any specific problems encountered in or created by this review.

**Missouri Highway Safety Division – NHTSA**

**Missouri Special Management Review - Seat Belt**

**FY 2007 PERFORMANCE ENHANCEMENT PLAN (PEP)**

**December 6, 2007**

Recommendation	Action Planned		Target Date	Status
	Missouri	NHTSA		
<b>Highway Safety Program:</b> <b><u>“Leadership”</u></b>				
1. Conduct a NHTSA Occupant Protection Assessment during FY 08  Work with NHTSA RO to schedule and organize the assessment.	1. Initiate request by submitting request letter to the NHTSA Region 7 Office. Requested the pre-site meeting for January 2008; and the assessment during April or May 2008.	1. Fax Missouri’s request letter to HQ. Coordinate the dates of the pre-site and assessment with MHSD & NHTSA HQ.  2. Conduct follow-up quarterly.	<b><u>Pre-Site:</u></b> <b>January 2008</b>  <b><u>Assessment:</u></b> <b>April/May 2008</b>	<b><u>MHSD:</u></b> Provided request letter to NHTSA R-7 on December 6, 2007.  <b><u>NHTSA:</u></b> Faxed MO’s letter to HQ on December 10, 2007.

Recommendation	Action Planned		Target Date	Status
	Missouri	NHTSA		
Highway Safety Program: “ <b>Projects</b> ”				
1. Hire at least one LEL.  This position will assist in increasing the number of law enforcement agencies participating in the CIOT Mobilization and the quarterly Enforcement waves.	1. MHSD will utilize their existing law enforcement team to increase the number of law enforcement agencies participating in the CIOT Mobilization and quarterly enforcement waves by conducting local and regional meetings. MHSD will evaluate the success of the LE team and determine if the level of participation has increased. MHSD will provide a copy of the meeting schedule for the local and regional meetings.  2. Utilize NHTSA LEL, who will solicit participation in CIOT and quarterly enforcement waves with LE agencies identified by the MHSD.	1. Encourage and work with the NHTSA LEL to assist the MHSD in contacting LE agencies, when possible.  2. Conduct follow-up quarterly.	<u><b>MHSD:</b></u>  1. September 2008  2. On-going  <u><b>NHTSA:</b></u>  Dec 2007 & on-going	



<p>2. Conduct regional seat belt training for law enforcement agencies. The training should utilize NHTSA's Traffic Occupant Protection Strategies (TOPS) course.</p>	<p>1. Possibly bring in a TOPS Instructor to conduct a train-the-trainer of the revised TOPS curriculum.</p> <p>2. Have those trained conduct local and regional trainings to law enforcement agencies and others interested.</p>	<p>1. Determine status of the TOPS course being revised and obtain release date.</p> <p>2. Identify a TOPS instructor to conduct the Train-the-Trainer.</p> <p>3. Determine the distribution of curriculum and if applicable, secure curriculums for the training(s).</p> <p>4. Conduct follow-up quarterly.</p>	<p><b><u>MHSD:</u></b></p> <p><b>1. June-Aug 2008</b></p> <p><b>2. FY 2009</b></p> <p><b><u>NHTSA:</u></b></p> <p><b>1. Dec 2007</b></p> <p><b>2. March 2008</b></p> <p><b>3. When available</b></p>	
<p>3. Statewide seat belt enforcement efforts should be expanded to include</p>	<p>1. Meet with the LETSAC Board to gain support and set dates for quarterly enforcement waves.</p>	<p>1. NHTSA LEL will support and encourage</p>	<p><b><u>MHSD:</u></b></p> <p><b>1. January 3,</b></p>	<p>MHSD met with the</p>



Recommendation	Action Planned		Target Date	Status
	Missouri	NHTSA		
Highway Safety Program: “ <b>Spending Issues</b> ”				
1. Continue the statewide, yearlong media efforts that include earned and paid media efforts.	MHSD will increase the earned media efforts and plan to maintain the paid media efforts.	2. NHTSA will provide information on available planners, etc. on upcoming campaigns.	<b><u>MHSD:</u></b> <b>FY 2008 / 2009</b>	
2. Increase or at least maintain the percentage of funds dedicated to public information and education, which includes paid media.	MHSD plans to at least maintain the level of funding for paid media and look for opportunities to increase it.	2. Conduct follow-up quarterly.  Conduct follow-up quarterly.	<b><u>MHSD:</u></b> <b>FY 2008</b>	

Recommendation	Action Planned		Target Date	Status
	Missouri	NHTSA		
Highway Safety Program: “ <b>Legislation</b> ”				
1. The MHSD should monitor and conduct an administrative evaluation of the impact of the St. Louis County primary seat belt ordinance. If the primary ordinance proves successful, the MHSD should identify other areas in the State to promote passing a primary seat belt ordinance.	<p>2. MHSD will conduct an Administrative Evaluation of the St. Louis County primary seat belt ordinance.</p> <p>2. If proven successful, MHSD will share the results with other communities and encourage passage of similar primary seat belt ordinance.</p> <p>2. MHSD will share successful results with legislators.</p>	<p>2. NHTSA will coordinate with Jim Nichols (Regional Data Contractor) to support the Administrative Evaluation.</p> <p>2. Upon request, NHTSA will provide testimony to legislators.</p>	<p><b>MHSD:</b></p> <p>2. June 2008</p> <p>2. FY 2008 / 2009</p> <p>2. FY 2009</p> <p><b>NHTSA:</b></p> <p>2. January 2008</p> <p>2. FY 2009</p>	

Recommendation	Action Planned		Target Date	Status
	Missouri	NHTSA		
Highway Safety Program: “ <u>State Priorities for ID Program</u> ”				
1. None.	No action needed.	No action needed.		



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region 7  
Arkansas, Iowa, Kansas,  
Missouri, Nebraska

901 Locust, Suite 466  
Kansas City, MO 64106  
Phone: 816.329.3900  
Fax: 816-329-3910

April 26, 2010

Leanna Depue, Ph.D.  
Missouri Department of Transportation  
Highway Safety Division  
2211 St. Mary's Blvd  
Jefferson City, MO 65109

**MoDOT HS**

**APR 30 2010**

Dear Dr. Depue:

In fiscal year 2007, the National Highway Traffic Safety Administration (NHTSA) conducted a Special Management Review (SMR) of the Missouri's seat belt program covering FY 2004, FY 2005 and FY 2006. As a result of this SMR, a Performance Enhancement Plan (PEP) was jointly developed by the Missouri Highway Safety Division and NHTSA Region 7.

Since the development of the PEP, the Missouri Highway Safety Division has satisfactorily implemented all of the agreed upon recommended actions of the SMR. Therefore, the PEP is closed.

We sincerely appreciate the leadership and efforts of the Missouri Highway Safety Division staff that resulted in the accomplishment of the activities and actions related to the Special Management Review. We look forward to the Missouri Highway Safety Division future successes and best practices in the seat belt program.

Should you have any questions or need additional information, please contact me at 816.329.3900. You may also contact Jim Green or Susan DeCourcy regarding this Special Management Review and PEP.

Sincerely yours,

Romell W. Cooks  
Regional Administrator

cc: Marlene Markison, Associate Administrator, NHTSA ROPD  
Ann Burton, NHTSA ROPD



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#### **vi. Occupant Protection Program Assessment**

A request has been made to NHTSA to conduct an assessment prior to September. Attached is Missouri's 2009 Occupant Protection Assessment.



# MISSOURI

## Occupant Protection Program Assessment

MARCH 16-20, 2009

### *ASSESSMENT TEAM MEMBERS*

*Barbara W. Beckett*

*Susan N. Bryant*

*William L. Hall*

*Ricky H. Rich*

*Lorrie Walker*



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## ACKNOWLEDGEMENTS

The Technical Assistance Team acknowledges and thanks Ms. Leanna Depue, Ph.D., Director Missouri Highway Safety Division, Mr. Scott Turner, Highway Safety Program Administrator Mr. Scott Jones, Occupant Protection Coordinator and Intermediate System Management Specialist; and Ms. Brenda Ahlers, Senior Office Assistant, for their support and assistance in making this review possible. They were responsible for the assessment logistics, coordinating and compiling briefing materials, identifying presenters, and scheduling appearances.

This assessment could not have been conducted without the assistance and involvement of the NHTSA regional and headquarters staff: Ms. Susan DeCourcy and Ms. Jennifer Warren, and support from their supervisors, Regional Administrator Romell Cooks and Occupant Protection Division Chief Philip Gulak.

The Team wishes to commend Ms. Janice Simmons, Administrative Consultant to the team, for her ability to manage the production of a final report in a short period of time, which has been invaluable.

The team also thanks each of the participants in the review for the time and energy invested in preparing and delivering their presentations. Their candor and thoroughness in discussing their activities to target occupant restraints in the State of Missouri greatly assisted the team in conducting a complete review.

Each member of the team appreciates the opportunity to have served and hopes that consideration and implementation of the proposed recommendations will enable Missouri to make tremendous strides in preventing injuries, saving lives and increasing the usage rates.

### Notes:

- The information included in this document has been collected from a variety of sources including interviews, official documents, websites and other materials. Sources may not be consistent. Some copyrighted material has been used under the “Fair Use” Doctrine of the US copyright statute.
- The term “safety belt” is used when referencing the Missouri material, otherwise the term “seat belt” is used throughout this document.

## ASSESSMENT BACKGROUND

The purpose of the assessment is to aid the Missouri Highway Safety Program in the review of the occupant protection programs in this state, identification of the program's strengths and accomplishments, identification of problem areas and offer suggestions for improvement. The assessment can be used as a tool for planning purposes and for making decisions about how to best use available resources. This assessment tool follows the format of *The National Highway Traffic Safety Administration's Occupant Protection Assessment Program Procedures and Policies Manual* (July 2008). The guideline that precedes each section of this report is taken from this document. The assessment process provides an organized approach for measuring program progress. The U.S. Department of Transportation developed the guidelines in collaboration with the states.

The Occupant Protection Assessment establishes criteria against which statewide and community programs are measured. The assessment examines significant components of the occupant protection programs. Each state, in cooperation with its political subdivisions, should have a comprehensive program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, aggressive enforcement, public information, education, and incentives is necessary to achieve significant, lasting increases in the use of occupant protection that will prevent fatalities and decrease the number and severity of injuries.

The Assessment Team noted that many fine programs are performed throughout the State of Missouri in the program area of Occupant Protection and traffic safety in general. It is not the intent of this report to thoroughly document all of these successes, nor to credit the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report tends to focus on areas that need improvement. This should not be viewed as criticism. Instead, it is an attempt to provide assistance to all levels for improvement, which is consistent with the overall goals of these types of assessments.

The National Highway Traffic Safety Administration (NHTSA) Regional Office served as facilitator for the Occupant Protection Program Assessment. Working with the Missouri Department of Transportation Highway Safety Division (HSD), NHTSA recommended a team of five individuals with demonstrated expertise in various aspects of occupant program development and implementation. Efforts were made to select a team that reflected the needs and interests expressed by the State in the pre-assessment meeting. The assessment consisted of interviews with the state and community level programs directors, coordinators, advocates, and the HSD; review of traffic safety documents and data provided by the HSD; and internet research. The conclusions drawn by the Assessment Team are based upon, and limited by, the facts and information provided.

Following the completion of the presentations, the Assessment Team convened to review and analyze the information presented. The Assessment Team noted the strengths and challenges and developed recommendations to address the challenges identified. The report is a consensus

report. The recommendations were based on the unique characteristics of the state and what the Assessment Team members believed the state and its political subdivisions and partners could do to improve the effectiveness and comprehensiveness of their programs.

On the final day of the assessment, the Assessment Team briefed the HSD on the findings of the assessment and discussed major points and recommendations. The report is a HSD report. The state may use the assessment report as the basis for planning occupant protection program improvements, assessing legislative priorities, providing for additional training and evaluating funding priorities. The final report is provided to the HSD and NHTSA.

## INTRODUCTION

### Crash Statistics

In 2007, nationwide the overall number of traffic fatalities fell to 41,059, the lowest number since 1994. In addition, the fatality rate per 100 million vehicle miles traveled was 1.37, the lowest fatality rate on record. In addition, 2.49 million people were injured in highway crashes last year, the lowest seen since the National Highway Traffic Safety Administration began collecting injury data in 1988. While fatalities are falling, traffic fatalities are the leading cause of death among persons 1 to 34 years of age. Motor vehicle crashes are the principal cause of on-the-job fatalities and are the leading cause of accidental death in the United States. Nationwide, the economic cost of motor vehicle traffic crashes exceeds \$230 billion annually.

In 2008, more Americans nationwide were buckling up than ever before, with 83 percent of vehicle occupants using seat belts during daylight hours, in comparison to 82 percent using seat belts in 2007. The National Highway Traffic Safety Administration (NHTSA) estimates that approximately 270 lives are saved for every one percent increase in belt use.

During 2007, Missouri experienced declines in overall crashes and injuries. In addition, the goal to reduce fatalities to 1,000 or fewer by 2008 was met one year early with 992 fatalities. There were 166,052 traffic crashes, resulting in an economic loss to Missouri in excess of \$3.5 billion. In these crashes, 60,000 persons were injured. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

Year	Overall crashes	Injuries	Deaths
2006	167,143	62,078	1,096
2007	166,052	60,000	992
	<1,091	<2,078	<104

In 2007, 32.8 percent of Missouri drivers of automobiles, trucks, vans and motor homes who were killed in traffic crashes were wearing seat belts. Of the drivers who were not killed or injured while involved in traffic crashes, 97 percent were wearing their seat belt at the time of the crash.

A driver in a 2007 Missouri traffic crash had a 1 in 3 chance of being injured if they were not wearing their seat belt. However, the chance decreased to 1 in 8 if they were wearing a seat belt. When looking at driver deaths, the differences are much greater. A driver in a 2007 Missouri traffic crash had a 1 in 32 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,294.

In 2007, 15 children less than eight years of age were killed and 1,866 were injured as occupants in motor vehicle crashes in Missouri.

## Traffic Safety Performance Measures For Missouri \*

Core Outcome Measures		Year				
		2003	2004	2005	2006	2007
<b>Traffic Fatalities</b>	<b>Total</b>	1,232	1,130	1,257	1,096	992
	<b>Rural</b>	875	812	911	751	685
	<b>Urban</b>	356	318	346	345	306
	<b>Unknown</b>	1	0	0	0	1
<b>Fatalities Per 100 Million Vehicle Miles Driven**</b>	<b>Total</b>	1.81	1.64	1.83	1.59	1.43
	<b>Rural</b>	2.84	2.58	2.98	2.42	2.45
	<b>Urban</b>	0.95	0.85	0.91	0.91	0.74
<b>Passenger Vehicle Occupant Fatalities (All Seat Positions)</b>	<b>Total</b>	994	948	1,019	877	758
	<b>Restrained</b>	282	270	313	238	244
	<b>Unrestrained</b>	621	603	614	563	461
	<b>Unknown</b>	91	75	92	76	53
<b>Drivers Involved in Fatal Crashes</b>	<b>Total</b>	1,655	1,489	1,664	1,461	1,325
	<b>Aged Under 15</b>	6	4	0	2	2
	<b>Aged 15-20</b>	249	223	239	228	171
	<b>Aged Under 21</b>	255	227	239	230	173
	<b>Aged 21 and Over</b>	1,382	1,247	1,410	1,219	1,131
	<b>Unknown Age</b>	18	15	15	12	21

\*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

## Fatality Rates: Missouri and U.S.

Year		Fatalities	Total Vehicle Miles Traveled (Millions)	Fatalities Per 100 Million Vehicle Miles Traveled	Total Population	Fatalities Per 100,000 Population
2003	Missouri	1,232	68,252	1.81	5,705,971	21.59
	US	42,884	2,890,450	1.48	290,447,644	14.76
2004	Missouri	1,130	68,994	1.64	5,744,753	19.67
	US	42,836	2,964,788	1.44	293,191,511	14.61
2005	Missouri	1,257	68,754	1.83	5,787,885	21.72
	US	43,510	2,989,430	1.46	295,895,897	14.70
2006	Missouri	1,096	68,834	1.59	5,837,639	18.77
	US	42,708	3,014,371	1.42	298,754,819	14.30
2007	Missouri	992	69,151	1.43	5,878,415	16.88
	US	41,059	3,029,822	1.36	301,621,157	13.61

### Laws

In August 1983, Missouri passed its first occupant protection law, which required children less than 4 years of age or less than 40 pounds must be in an appropriate child safety seat. In August 2006, Missouri expanded the child passenger law to make drivers responsible to assure all children under the age of sixteen are properly secured in a motor vehicle. The expanded law also requires that children ages 4 through 7, who weigh at least 40 pounds, must be in an appropriate child safety seat or booster seat, unless they weigh 80 pounds or more or are 4'9" tall or greater. The law applies to cars, pickup trucks, sport utility vehicles, and vans. The law allows for primary enforcement, and the fine is \$50 plus court costs.

In August 1985, Missouri passed the seat belt law for all front seat passengers with secondary enforcement. For the past 11 years, legislative efforts to enact a primary seat belt law have failed. During this current 2009 legislative session, a House Bill has been introduced to upgrade to a primary seat belt law.

## Usage Rates

Missouri's 2008 observed seat belt usage rate is 76 percent, a decrease from 77 percent in 2007. In Missouri, the seat belt use rate has steadily increased from 1998 through 2005, but has fluctuated since then.

The child safety seat use rate, for children under age four, has increased to 90 percent in 2008 from 88 percent in 2007. There has been a steady increase in this usage rate since beginning observational surveys in 2001.

The following chart provides restraint usage in Missouri by category from 1998 to 2008.

### MISSOURI OBSERVED OCCUPANT RESTRAINT USAGE RATES

	<b>OVERALL USAGE</b> (Drivers & Front Seat Outboard Passengers)	<b>CHILD SAFETY SEATS</b>	<b>TEENS</b> (Drivers & Front Seat Outboard Passengers)	<b>COMMERCIAL MOTOR VEHICLE DRIVERS</b>
<b>YEAR</b>	<b>Missouri</b>	<b>Missouri</b>		<b>Missouri</b>
<b>2008</b>	<b>76%</b>	<b>90%</b>	<b>62%</b>	<b>73%</b>
<b>2007</b>	<b>77%</b>	<b>88%</b>	<b>61%</b>	<b>68%</b>
<b>2006</b>	<b>75%</b>	<b>83%</b>	<b>58%</b>	<b>n/a</b>
<b>2005</b>	<b>77%</b>	<b>82%</b>	<b>56%</b>	<b>66%</b>
<b>2004</b>	<b>76%</b>	<b>77%</b>	<b>54%</b>	<b>59%</b>
<b>2003</b>	<b>73%</b>	<b>73%</b>	<b>n/a</b>	<b>n/a</b>
<b>2002</b>	<b>69%</b>	<b>70%</b>	<b>n/a</b>	<b>n/a</b>
<b>2001</b>	<b>68%</b>	<b>64%</b>	<b>n/a</b>	<b>n/a</b>
<b>2000</b>	<b>68%</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>1999</b>	<b>61%</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>1998</b>	<b>60%</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>



Daytime Front Seat (Outboard Only) Passenger Vehicle Occupants, Aged 5 and Over, by Restraint Use: Fatalities and Observed  
Missouri and U.S.

Year		Fatalities - Restrained**	Observed - Restrained***
		Percent	Percent
2003	Missouri	45	73
	US	55	79
2004	Missouri	42	76
	US	56	80
2005	Missouri	46	77
	US	55	82
2006	Missouri	40	75
	US	55	81
2007	Missouri	42	77
	US	57	82

\*\*Percent Based Only Where Restraint Use Was Known

\*\*\*USA Data: National Occupant Protection Use Survey. Missouri Data: State Survey

### Missouri Coalition for Roadway Safety

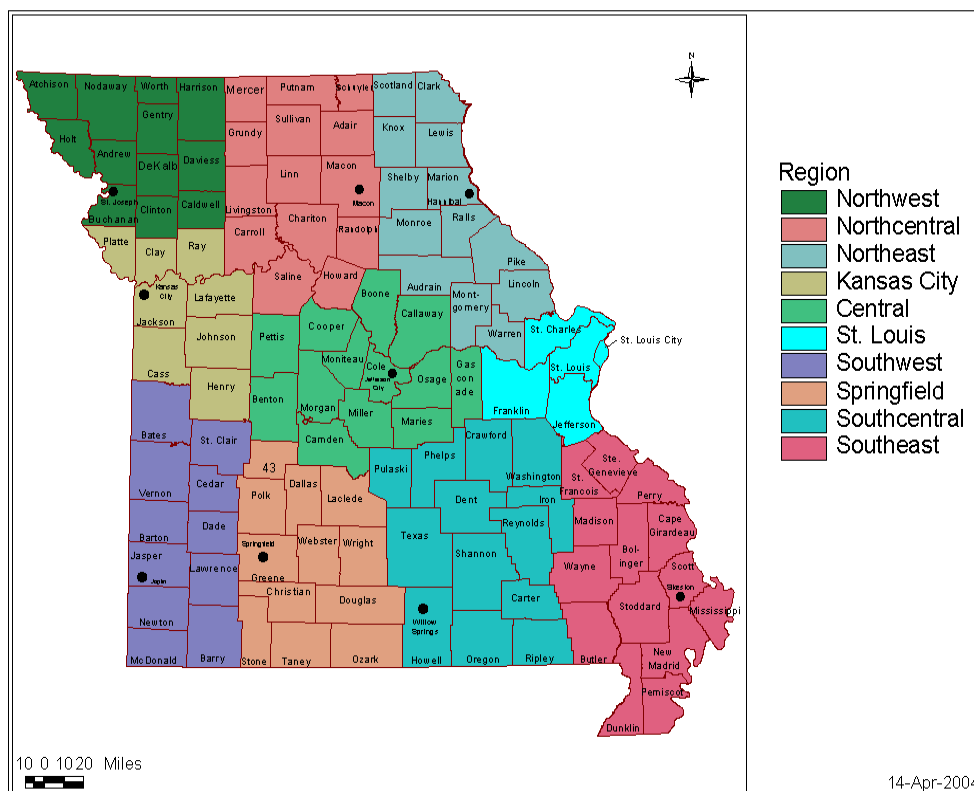
Since 2004, the Missouri Coalition for Roadway Safety has served as an umbrella to increase coordination, communication, and cooperation among state and local agencies, law enforcement, planning organizations, non-profit organizations, and other safety advocates throughout the State. The Coalition was charged with leading the statewide implementation effort to effectively deploy strategies outlined in the original Blueprint Plan. In addition, regional coalitions were formed and developed plans to address targeted crash problems in their respective regions. The original goal set in 2004 was to reach 1,000 or fewer fatalities by 2008. Through the hard work of the Coalition members, as stated above, this goal was met a year early, in 2007.

A revised “Blueprint to *ARRIVE ALIVE*” plan was released in October 2008 and sets the Coalition’s new goal of reaching 850 or fewer fatalities by 2012. The revised plan outlines the new “Targeted 10” strategies that address enforcement, education, engineering, and public policy. The “Targeted 10” strategies were selected because of its life-saving and injury reduction potential. Each “Targeted 10” strategy is explained in detail in the “Blueprint to *ARRIVE ALIVE*” plan.

Coalition partnerships consist of federal, state, county, and local governments; elected and non-elected officials; and non-governmental organizations, and are all working to empower local

people to solve local road safety issues. Ultimately, the Coalition's job is to mobilize the safety partners within the State or region to implement strategies to reduce serious injuries and fatalities. The map below outlines the Coalition Regions.

### Missouri's Coalition for Roadway Safety – Regions



### Missouri's Occupant Protection Program

The greatest occupant protection effort Missouri has implemented is the *Click It or Ticket* (CIOT) seat belt campaign. Law enforcement participation in the CIOT Mobilization is essential for success. Efforts by the Highway Safety Division are taken each year to increase the number of participating agencies. During the 2008 CIOT Mobilization, 146 law enforcement agencies participated. Paid advertising is used to produce television and radio ads and billboards. Emphasis is placed on reaching the population of the general public with special emphasis on minorities.

Due to the passage of the booster seat law in 2006, Missouri has continued to apply for and receive Section 2011 grant funding to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats and correct misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be shown how to correctly install their child safety seats. In order to accomplish

this, individuals have been trained as certified child safety seat technicians and instructors. Instructors throughout Missouri train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. The Missouri Highway Safety Division maintains a database of the certified child passenger safety technicians and instructors.

Inspection stations have been established where parents/caregivers can go to have child safety seats and vehicles checked for proper installation. To date, Missouri has a database of 36 instructors, 1,010 certified technicians, and 124 operational inspection stations throughout the state. Missouri has a CPS Advisory Committee who outlines priorities for the year and focuses on the organization and management of the inspection stations.

Missouri has developed youth safety belt awareness campaigns and materials with input from young drivers. Seat belt educational programs exist through programs such as Team Spirit Leadership Training and Reunion, ThinkFirst, and the Young Traffic Offenders Program. The Missouri Coalition for Roadway Safety dedicates funding for teen advertising and utilizes the creative ads from the *Never Made It* campaign. Creative ads featured a *Never Made It* message, portraying the consequences and milestones teens will miss if they face a serious car crash when unbuckled. The *Battle of the Belt* youth campaign is a competition between high schools in Missouri for the highest belt usage as well as the creation of a public service announcement encouraging other teens to buckle up. Missouri has a *Saved by the Belt* campaign and the Highway Safety Division maintains a database of survivors. Information for the *Saved by the Belt* and *Battle of the Belt* programs is available on [www.saveMOlives.com](http://www.saveMOlives.com) website.

Law enforcement efforts are enhanced during the youth campaigns to focus on increasing safety belt use among teen drivers, and media efforts are provided to support enforcement activities. The "Operation Safe Teen" enforcement and educational campaign is conducted statewide in March. The Missouri State Highway Patrol has 112 seat belt convincers and roll over simulators and they conduct demonstrations and educational seat belt programs throughout the state.

## **Missouri Demographics**

### **Geography**

The State of Missouri ranks 19th in size with a total area of 68,945 square miles. Missouri is the second largest state bordering the Mississippi River (after Minnesota). Missouri is a central Midwestern state that lies near the geographic center of the United States. Missouri is one of the two states in the nation touched by eight states, by Iowa on the north; Arkansas on the south; Illinois, Kentucky and Tennessee on the east; and Nebraska, Kansas and Oklahoma on the west. Missouri contains four major geographic areas: (1) the Glaciated Plains of northern Missouri; (2) the Western Plains of western Missouri; (3) the Ozarks of southern Missouri; and (4) the Southeastern Lowlands. The highest point in the State is 1,772 feet above sea level at Taum Sauk Mountain in Iron County in the St. Francois Mountain area. The lowest point is 230 feet above sea level near Arbyrd in the "bootheel" of extreme southeast Missouri.

Missouri's proximity to the geographical and population centers of the nation makes the State an ideal center for business, industry and tourism. On the west side of the State is Kansas City, the largest metropolitan city in the State. Greater Kansas City is one of the agribusiness capitals of the U.S. It boasts superb convention facilities, impressive parks and fountains (adding to the city's renowned "livability") and an international airport that provides western Missouri with modern air facilities. Four hours to the east on I-70 from Kansas City is St. Louis. St. Louis is the second largest metropolitan city in Missouri. It's located just below the confluence of the Missouri and Mississippi rivers. Since the days of Lewis and Clark, St. Louis has been a center for transportation and trade. Modern St. Louis is serviced by superior highway, rail, air and barge facilities, making the city a logical distribution center. It also is an important site for banking and manufacturing, as well as tourism and major conventions. Non-stop air service to Europe makes the city an international gateway.

## **Population**

Based upon the 2006 Census Bureau census update, Missouri ranks 18th in the nation with a population of 5,842,713 made up of 48.6% male and 51.1% female.

Below is the ethnic breakdown of the population based upon the 2006 census update:

85.1% White

11.5% Black

2.8% Hispanic

1.4% Asian

0.5% Native American

Although Missouri's population is becoming more urban as agricultural employment declines, long-term trends are toward growth in most Missouri counties. In 1990, census shows the population of Missouri at 5,117,073 and 62 counties gained population from 1980 to 1990. From 1950 to 1960, only 31 of Missouri's 114 counties gained population. From 1990 to date, population of Missouri has grown by 13 percent.

According to the 2000 census, the top (20) largest cities in Missouri are: Kansas City, 441,545; St. Louis, 348,189; Springfield, 151,580; Independence, 113,288; Columbia, 84,531; St. Joseph, 73,990; St. Charles, 60,321; Florissant, 50,497; Lee's Summit, 70,700; St. Peters, 51,381; Joplin, 45,504; Blue Springs, 48,080; Chesterfield, 46,802; Jefferson City, 39,636; University City, 37,428; Cape Girardeau, 35,349; Raytown, 30,388; Kirkwood, 27,324; Gladstone, 26,365; Maryland Heights, 25,756.

## **State Government**

Missouri's state government is divided into three principal branches: the legislative, the

executive and the judicial. The legislative branch has the responsibility of writing and passing state laws. In Missouri, the legislature is bicameral, meaning that it is made up of two chambers—the House of Representatives and the Senate. Together, these divisions are known as the General Assembly. Once the laws have been passed by the legislature, it is the duty of the executive branch to execute and administer them. As the chief executive of the state, the Governor is the recognized leader of this branch. He is assisted by the Lieutenant Governor, Secretary of State, State Treasurer, State Auditor and Attorney General, all elected officials. Various departments and enforcement boards, provided for in the constitution, are also divisions of the executive branch.

The third principal branch of Missouri government is the judicial. This branch is composed of the state court system, whose major responsibility is to interpret the laws passed by the legislature and administered by the executive branch.

Having three distinct branches of government insures that no one group can dominate the government through a concentration of power. Equal distribution of powers among state officials is a guarantee that the citizens of Missouri will be fairly represented in government.

### **Department of Transportation**

The Missouri Department of Transportation (MoDOT) reports to the Missouri Highways and Transportation Commission. The Commission is a six-member bipartisan board that governs the MoDOT. Commission members are appointed for a six-year term by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. MoDOT's director and secretary to the Commission are appointed by the Commission. The Director of MoDOT manages the statewide operations of more than 6,000 employees who plan, build, and maintain the state's transportation system. This includes 32,000 miles of highways and the state support of aviation, rail, transit and port systems.

Prior to a legislative change in 1998, the top leadership position within the department was the chief engineer.

The Highway Safety Division (HSD) of the Missouri Department of Transportation (MoDOT) is responsible for implementing programming to reduce the number of people injured and killed each year on Missouri's roadways. The HSD is responsible for allocating and managing Federal dollars granted to Missouri from the National Highway Traffic Safety Administration, Federal Highway Administration, and the Federal Motor Carrier Safety Administration, U.S. Department of Transportation. The Highway Safety Division's primary purposes include overseeing grant-funded programs, conducting media campaigns, producing public information and educational materials, and funding law enforcement with the goal of reducing the number of people killed and injured in vehicle crashes.

### **The Challenge**

In the tradition of Missouri, the assessment team has asked the presenters to "Show Me" the status of occupant protection in Missouri. During two and one-half days of testimonies, a variety

of stakeholders have shared their programs, efforts and views concerning the status of seat belt and child passenger safety programs in the State of Missouri.

Missouri has made great strides over the last 10 years to increase the usage rate, but more work needs to be done to get beyond the existing plateau. There is a general and pervasive attitude throughout the State that because of the secondary belt law and low fine nothing more can be accomplished. However, as evidenced by other states with secondary laws, additional gains in seat belt use can be made. There are many opportunities within Missouri to advance occupant protection through increased high visibility enforcement coupled with strong enforcement media messaging and taking advantage of the many positive programs being conducted in the State.

This assessment is designed to strengthen programs that are currently effective and to provide new ideas to achieve even greater success.

### **References:**

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Missouri State Highway Patrol – 2007 Traffic Safety Compendium

## KEY RECOMMENDATIONS

(Note: Key Recommendations are **BOLDED** in each individual section)

Missouri has made great strides over the last 10 years to increase the usage rate, but more work needs to be done to get beyond the existing plateau. There is a general and pervasive attitude throughout the State that because of the secondary belt law and low fine nothing more can be accomplished. However, as evidenced by other states with secondary laws, additional gains in seat belt use can be made. There are many opportunities within Missouri to advance occupant protection through increased high visibility enforcement coupled with strong enforcement media messaging and taking advantage of the many positive programs being conducted in the State.

- Expand the planning process to utilize carry forward funds and proactively solicit specific projects in high-need areas, including occupant protection projects that combine strong enforcement with community leadership.
- Develop and implement a comprehensive occupant protection program with a strong, identified enforcement component that is dedicated solely to occupant protection.
- Dedicate a full-time staff person as the State Occupant Protection Coordinator to the planning, implementation, coordination and evaluation of a comprehensive State seat belt program in addition to the current commitment to child passenger safety.
- Strengthen the seat belt law by:
  - Making the law apply to all occupants in all seating positions in all vehicles required by federal motor vehicle safety standards to be equipped with seat belts;
  - Removing the secondary enforcement provision;
  - Increasing the fine to a level that is meaningful to Missourians and add court costs;
  - Reducing the number of exceptions where possible;
  - Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.
- Increase the number of communities with primary belt ordinances until such time as a primary belt law is passed.
- Develop an effective Law Enforcement Liaison Program with experienced law enforcement officers managed by the Missouri Department of Transportation Highway Safety Division (MoDOT HSD).
- Develop a team approach to traffic law enforcement by implementing regional traffic enforcement networks or coalitions to facilitate law enforcement partnerships among all of Missouri's law enforcement agencies in an effort to increase traffic enforcement training, communication, networking and enforcement opportunities across the State.

- Develop an innovative and competitive incentive program that includes law enforcement equipment and is designed to motivate and involve the participation of all law enforcement agencies in the State of Missouri in traffic enforcement mobilizations and initiatives.
- Develop a law enforcement recognition program to award Missouri's law enforcement agencies for outstanding efforts in traffic enforcement and highway safety initiatives; consider a Missouri Law Enforcement Challenge, which promotes and encourages award winning traffic safety programs.
- Increase high visibility enforcement initiatives throughout the entire State to a level that at least matches the national average of secondary law states, currently 25 citations per 10,000 population.
- Expand and improve upon the annual statewide notification of fund availability to include unfunded and potential partners to encourage new participants.
- Require any agency or person receiving resources from the Highway Safety Division (HSD) to provide regular activity reports. Provide incentives to non-funded partners to provide regular activity reports.
- Develop and launch a statewide initiative targeting older kids and tweens to encourage proper seat belt use and prepare them to wear seat belts as a teen when arriving on school campuses.
- Add sub-committees and representatives to the Missouri Coalition for Roadway Safety to build greater capacity to specifically address diversity, medical, business/commerce issues and occupant protection (seat belts, child restraints, helmets, etc).
- Designate a full time person at the Missouri Department of Transportation Highway Safety Division to oversee and coordinate the efforts of the Missouri Coalition for Roadway Safety.
- Develop and implement a statewide traffic safety media plan, to include occupant protection, and within which all-major traffic safety partners can participate.
- Within a traffic safety media plan, create and implement an identifiable, statewide seat belt public information campaign with a consistent message for all media, a consistent look and identifiable logo, acknowledgement of multiple sponsors or use of a space so each sponsoring agency can produce their own materials, using select media which reaches identified high-risk audiences, and taking advantage of social marketing channels such as Facebook© and Twitter©.
- Ensure that sustained, high visibility enforcement is supported with a media campaign that uses a strong enforcement message.



- Discontinue reliance on the overall number of motor vehicle crash fatalities as an indicator of the performance of occupant protection programs since restraints cannot help all types of crash victims (e.g., pedestrians and motorcyclists).
- Compute and use fatality and injury rates based on the proportion of occupants involved in crashes for problem identification and evaluation as well as rates based on vehicle miles traveled and population since these are a more direct indicator of injuries among the population that restraints can help.
- Include targets for performance measures in every highway safety grant agreement to establish expectations for each project and provide the data necessary to conduct performance evaluations. Require all sub grantees to include not just a process evaluation for their programs but an outcome evaluation, such as pre- and post-program observational surveys of child restraint/booster seat and seat belt use or pre- and post-program knowledge tests, whenever possible.
- Develop and make available simplified and standardized seat belt and child restraint observational survey protocols and forms that can be used by local program planners and evaluators.

# 1. PROGRAM MANAGEMENT

## *GUIDELINE:*

*Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.*

### 1A. STRENGTHS

- Missouri is committed to increasing occupant protection as evidenced by the support and implementation of this occupant protection assessment.
- This commitment is also represented by a significant allocation of funds to occupant protection, which includes:
  - The application and receipt of Section 2011(d) funds for three years to support child passenger safety.
  - The planned use of at least \$2,204,122 in FY 2009 for occupant protection, including \$1,020,000 in 2011 funds and \$1,184,122 in Section 402 funds.
  - The use of an unknown portion of \$2,000,000 in state funds that are allocated among 10 regional coalitions
- The Director of the Missouri Department of Transportation (MoDOT) also serves as the Governor's Highway Safety Representative (GR). The Director reports to the six-member Missouri Highway and Transportation Commission who are appointed by the Governor. The GR is a proactive supporter of highway safety and occupant protection advocate who provides visible leadership to the legislature and the public for highway safety, including outspoken support of primary seat belt legislation.
- The Highway Safety Program resides within MoDOT's Highway Safety Division (HSD), headed by the Highway Safety Director. This Division Director reports to the Director of System Management. The Director of System Management reports to the Chief Engineer who reports to the Director of Transportation. While this is several organizational levels apart, the distance between the Program and the GR does not seem to create any issues for the Program.
- The State implements an extensive planning process. This process, administered by the Missouri Coalition for Roadway Safety (MCRS), developed *Missouri's Blueprint to Arrive Alive, 2008-2012*. The *Blueprint* is a collective effort of the MCRS, composed of 30 agencies and organizations and safety professionals throughout the State.
- The State has been divided into 10 regional coalitions, each of which also develops a safety plan. Each *Blueprint* regional coalition has an extensive base of local partners. During the 2007 legislative session, the MCRS established a widespread grassroots

network of safety advocates statewide with over 600 partners. In 2009, 2,650 individuals and business partners have been documented as supporting a primary seat belt law.

- The MCRS leads the charge to implement the *Blueprint* and encourages safety partners to focus their activities and programs in support of the “Targeted 10” priority strategies and subsequent emphasis areas, targets, and strategies.
- The *Blueprint* includes the following as occupant protection related strategies that are part of the “Targeted 10”:
  - Pass a primary seat belt law and maintain and enhance existing safety laws
  - Increase enforcement on targeted crash corridors
  - Increase public education and information on traffic safety issues.
- Data analysis and review of current research identified “unrestrained occupants” as a focus area in Emphasis Area II of the *Blueprint*. To increase seat belt use and child passenger safety, the *Blueprint* has identified 12 strategies in education, emergency medical services, enforcement, engineering, and public policy.
- The *Highway Safety Plan & Performance Plan* (HSP) is developed through a problem identification and grant proposal process. This process is supported by grant application workshops conducted in five regional locations. During these meetings, HSD provides statistics and goals, effective countermeasures are discussed, and HSD provides instruction on how to apply for grant funds through the web-based grant management system.
- The Highway Safety Division of 15 staff members is led by a Highway Safety Director. There is a staff member designated as the Occupant Protection Coordinator within the Highway Safety Program in the Division. There is a staff member designated as the Child Occupant Protection Coordinator who spends the majority of her time on child passenger safety.
- The Highway Safety Program makes a significant investment in determining and tracking occupant protection by the following observational surveys:
  - A seat belt survey specifically for high school students has been conducted every year since 2004 with 150 public high schools. Although use remains relatively low, this survey has shown a steady increase in use from 54 percent in 2004 to 62 percent in 2008.
  - An annual child safety seat use survey targeting children less than age four has been conducted since 2001. This survey has shown a steady increase in use from 64 percent in 2001 to 90 percent in 2008.
  - A seat belt use survey (drivers and front seat outboard passengers) has been conducted annually since 1998. This survey provides a statewide use rate 20 of

Missouri's 114 counties plus the independent City of St. Louis. Although use remains relatively low, this survey has shown a steady increase in use from 60 percent in 1998 to 76 percent in 2008.

- With the exception of 2006, a seat belt use survey of drivers of commercial motor vehicles has been conducted annually since 2004. This survey has shown a steady increase in use from 59 percent in 2004 to 73 percent in 2008.
  - Specific pre-, during, and post-surveys are conducted which help measure and evaluate specific events and mobilizations with changes in use varying according to event and location.
  - Seat belt use is surveyed on the campuses of 13 colleges and universities that are part of the Partners in Prevention Program.
  - Local observational surveys have been conducted to help determine the effectiveness of local ordinances.
- Seat belt use is also tracked through information from crash data, particularly whether seat belts were used in fatal crashes.
  - The State has an active Child Passenger Safety Advisory Committee composed of liaisons from 10 regions across the State and coordinated by the Child Occupant Protection Coordinator in MoDOT HSD.
  - The State also has a "Primary Safety Belt Partners" group that focuses on passage of the primary seat belt law.
  - A Seat Belt Special Management Review was conducted by the National Highway Traffic Safety Administration (NHTSA) with a Performance Enhancement Plan (PEP) developed December 6, 2007 by HDS in conjunction with NHTSA. The State is making significant progress on completion of the PEP as updated February 4, 2009.
  - MoDOT creates positive relationships with its traffic safety partners by coordinating efforts, sharing data and other resources, and taking a cooperative approach to developing goals and implementing strategies.
  - MoDOT HSD issues a single contract to the Missouri Safety Center (MSC) at the University of Central Missouri to administer the law enforcement program, including mini-grants and incentives for occupant protection enforcement. MSC follows-up with the law enforcement agencies and expedites payments to those agencies, which takes a major administrative load off of the HSD.
  - The HSD has instituted a new online grant application and reporting system. This system allows agencies and organizations to apply for, report and submit their grant information.

## 1B. CHALLENGES

- The newly-elected Governor has not yet indicated any specific support for traffic safety efforts, occupant protection, or passage of primary enforcement legislation.
- According to the *2008 Annual Report*, there appears to be a significant amount and proportion of carryover traffic safety funds. (See Table 1B-1 below.) This is an untapped resource that could provide major assistance to new and existing programs around the State.

Table 1B-1. Proportion of Carryover Traffic Safety Funds

<b>Fund Source-Section</b>	<b>\$ Carryover to 2009</b>	<b>Current 2008 Funds</b>	<b>Percent of Carryover to 2008 Funds</b>	<b>Total \$ Available</b>	<b>Percent of Carryover to Total Available</b>
402	1,458,295	4,720,485	30.9	7,045,059	20.7
154-AL	3,848,115	3,567,921	1.08	8,171,024	47.1
154-HE	7,841,748	11,423,342	68.6	13,114,320	59.8
157	1,781	NA	NA	64,691	02.8
410	3,127,329	2,965,650	1.05	5,650,591	55.3
408	885,847	543,037	1.63	1,810,772	49.9
2010	112,438	120,344	93.4	366,048	30.7
2011	1,086,140	441,697	2.46	1,627,179	66.8
1906	402,967	NA	NA	986,849	40.8
<b>TOTAL</b>	<b>18,764,660</b>	<b>23,782,476</b>	<b>78.9</b>	<b>38,836,533</b>	<b>48.3</b>

(Source: Missouri 2008 Annual Report)

- It does not appear that the HSO receives a competitive number of occupant protection proposals from which to choose. The availability of highway safety grant funding is not readily apparent through the Missouri Department of Transportation website. Partners who participate in workshops and the grant program are primarily those who have been and continue to be part of the grant program.
- The grant selection process as described in the *2009 Highway Safety Plan (HSP) & Performance Plan* includes the development of fatal and disabling injury crash rankings for all cities, all counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, and older drivers. This section of the *HSP* does not similarly describe a method to rank or establish priorities for the occupant protection program area.
- Within the 2009 *HSP*, excluding the child passenger safety program, only three local grants and one State Highway Patrol law enforcement grant, plus statewide *Click It or Ticket* and statewide youth seat belt enforcement, are dedicated solely to occupant

protection. Strategies described for Selective Traffic Enforcement Program (STEP), impaired driving enforcement, or enforcement of laws targeting young drivers within the *HSP* do not specifically indicate whether occupant protection will be included as secondary enforcement efforts.

- Law enforcement agencies receiving STEP grants for speeding, impaired driving, and hazardous moving violations are verbally encouraged to include occupant protection enforcement; however, Occupant Protection enforcement is not specifically included as a strategy or task within these grants.
- The *Highway Safety Plan & Performance Plan* does not include a level of detail which would be helpful in reviewing and analyzing a program area. For example, the HSP does not include:
  - Specific objectives for the various program areas, including occupant protection.
  - Project and activity descriptions. (For example, by reading only the HSP, it is not possible to determine how \$1,020,000 in 2011 funds will be spent.)
  - Cost comparisons (chart, table, or graph) of fundraising for the various program areas.
  - An easy means to link projects on the project list with the identified strategies.
- There are only two local community projects, such as Safe Communities, within the State.
- There does not appear to be a consistent reporting mechanism to determine what activities are being conducted, how MoDOT funds are being expended, and what proportion of effort is being expended on different programs areas by the 10 regional coalitions.
- While there are subcommittees for impaired driving, enforcement, and other traffic safety priorities, there is no occupant protection subcommittee included in the structure of the Missouri Roadway Safety Coalition. This omission may inadvertently imply that occupant protection is not a priority for Coalition efforts.
- The designated State Occupant Protection (OP) Coordinator only expends about 10 – 15 percent of his time on Occupant Protection-specific activities.

## 1C. RECOMMENDATIONS

- Request the Governor's active support in traffic safety and occupant protection efforts, including passage of a primary seat belt law.
- **Expand the planning process to utilize carry forward funds and proactively solicit specific projects in high-need areas, including occupant protection projects that combine strong enforcement with community leadership.**
- Actively market the highway safety program, encouraging the submission of innovative occupant protection projects through the Missouri Department of Transportation website, through the Missouri Coalition for Roadway Safety, and the development of new project partners.
- Develop and describe a method to identify and rank priorities for the occupant protection program area to increase rates.
- Conduct a top to bottom review of all grant awards to assess relative impact on problem identification with appropriate performance standards.
- **Develop and implement a comprehensive occupant protection program with a strong, identified enforcement component that is dedicated solely to occupant protection.**
- Incorporate occupant protection enforcement in Selective Traffic Enforcement Program grant projects.
- Expand the description of programs areas, particularly occupant protection, in the *Highway Safety Plan*; implement the "best practices" for highway safety performance plans as described in the Governors Highway Safety Association *Guidelines for Developing Highway Safety Performance Plans*.
- Develop and implement community traffic safety programs with a priority focus on occupant protection activities.
- Establish a routine protocol for regional coalitions to report activities and results, including the expenditure of funds.
- Establish an occupant protection subcommittee as part of the Missouri Coalition for Roadway Safety.
- **Dedicate a full-time staff person as the State Occupant Protection Coordinator to the planning, implementation, coordination and evaluation of a comprehensive State seat belt program in addition to the current commitment to child passenger safety.**

## 2. LEGISLATION/REGULATION AND POLICY

### *GUIDELINE:*

*Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems.*

### 2A. STRENGTHS

- Missouri has required the use of seat belts since September 28, 1985 following the enactment of a secondary enforcement law. Missouri was the seventh state to enact a seat belt use law.
  - Missouri's seat belt law (RSMo 307.178) requires that each driver and front seat passenger of a motor vehicle manufactured after January 1, 1968, designed for carrying 10 persons or less, and used for the transportation of persons, when it is being operated on the public streets and highways of this state, and persons less than eighteen years of age operating or riding in a truck as defined in Section 301.010, RSMo, on a street or highway of this state shall wear a properly adjusted and fastened safety belt that meets federal National Highway, Transportation and Safety Act requirements.
  - Failure to wear a safety belt in violation of this section may be admitted to mitigate damages, but only under the following circumstances:
    - Parties seeking to introduce evidence of the failure to wear a safety belt in violation of this section must first introduce expert evidence proving that a failure to wear a safety belt contributed to the injuries claimed by plaintiff;
    - If the evidence supports such a finding, the trier of fact may find that the plaintiff's failure to wear a safety belt in violation of this section contributed to the plaintiff's claimed injuries, and may reduce the amount of the plaintiff's recovery by an amount not to exceed one percent of the damages awarded after any reductions for comparative negligence.
  - The seat belt law requires the Missouri highways and transportation commission to initiate and develop a program of public information to develop understanding of, and ensure compliance with, the provisions of this section. The commission shall evaluate the effectiveness of this section and shall include a report of its findings in the annual evaluation report on its highway safety plan that it submits to NHTSA and FHWA pursuant to 23 U.S.C. 402.
- Three municipalities and one county have adopted a primary enforcement seat belt ordinance. Additional local ordinances are in the process of being adopted.



- The Missouri Department of Transportation's top legislative priority for the 2009 General Assembly session is to strengthen the State's seat belt law to allow for primary enforcement.
- The Missouri Coalition for Roadway Safety (MCRS), a dedicated and growing partnership of safety advocates, including law enforcement agencies, health care providers, courts, local state and federal government agencies, advocacy groups, planning organizations, concerned citizens, and Saved By The Belt survivors, provide the leadership for strengthening Missouri's seat belt use law. The MCRS has created a task force of seat belt advocates known as "Primary Safety Belt Partners" as a means of informing the general public and the Missouri General Assembly concerning the need to amend Missouri's current seat belt law to authorize primary seat belt enforcement. Presently, more than 2,600 partners support the passage of this lifesaving, injury-reducing, and cost-saving change in the law.
- Under RSMo 307.182, effective August 28, 2006, Missouri's child passenger restraint law requires that every driver transporting a child under the age of sixteen years in a motor vehicle on the streets or highways of this state shall be responsible for providing for the protection of such child as follows:
  - children less than four years old or less than 40 pounds must be in an appropriate child safety seat;
  - children ages four through seven who weigh at least 40 pounds must be in an appropriate child safety seat or booster seat unless they are 80 pounds or 4'9" tall;
  - children eight and over or weighing at least 80 pounds or at least 4'9" tall are required to be secured by a safety belt or booster seat appropriate for that child.
  - the \$50.00 fine and court costs for a violation of the State's child passenger restraint law can be dismissed or withdrawn if the driver, prior to his or her hearing, provides evidence of acquisition of a child passenger restraint system or child booster seat which is satisfactory to the court or the party responsible for prosecuting the driver's citation.
- Missouri law prohibits the transportation of a person under 18 years of age in the open cargo area of a pickup truck.
- Rules of the Department of Health, Division 30–Division of Health Standards and Licensure, Chapter 62–Licensing Rules for Group Day Care Homes and Child Day Care Centers [19 CSR 30-62.212 Transportation and Field Trips] require safe transportation of children, including the following:
  - Children shall not be transported in campers, trailers or in the back of trucks.
  - All children shall be seated in a permanent seat and restrained by seat belts or child restraint devices as required by Missouri law.
  - Children shall be required to remain seated while the vehicle is in motion.
  - Doors shall be locked when the vehicle is moving.
  - Order shall be maintained in the vehicle at all times.

- Children shall not be left unattended in a vehicle at any time.
- Children shall enter and leave the vehicle from the curbside unless the vehicle is in a protected area or driveway.
- Children shall be assisted, when necessary, while entering or leaving the vehicle.
- Missouri's Graduated Driver License (GDL) laws require that all first-time drivers between 15 and 18 years old complete a period of driving with a licensed driver (instruction permit), and restricted driving (intermediate license), before getting a full driver's license. Among other elements, the intermediate driver's license law (RSMo 302.178):
  - Applies to persons between the ages of sixteen and eighteen.
  - Requires a license that is readily distinguishable from a license issued to those over eighteen.
  - Places restrictions and sanctions on high-risk driving, including restrictions between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a licensed driver 21 years or older or be unaccompanied only if the travel is to or from a school or educational program or activity, a regular place of employment, or in an emergency situation.
  - Prohibits more than one passenger under the age of nineteen who is not a member of the license holder's immediate family for the first six months or more than three passengers with the same restrictions after the first six months.
  - Allows for application for full driving privileges only after the licensee has had no alcohol-related enforcement contacts for the preceding twelve-month period.
  - Requires that the driver and all passengers wear seat belts at all times (applies to both learner's permit and intermediate license).
- The Missouri Department of Transportation Highway Safety Division (MoDOT HSD) requires any agency or organization receiving Federal highway safety grant funds to have a written employee seat belt use policy.
- There are five Missouri hospitals with hospital policies and discharge procedures for the safe transportation of children.

## **2B. CHALLENGES**

- Missouri's adult seat belt use law allows for secondary enforcement. However, in spite of efforts to educate and promote the lifesaving benefits of seat belt use, based on observational surveys nearly 24 percent of Missourians fail to comply with the law. This represents 1.1 million Missourians for increased risk for not complying with the law.
- The penalties for violation of the Missouri seat belt law (RSMo 307.178) are minor. The team heard from numerous presenters that minimal penalties discouraged enforcement of and compliance with the law. A person who violates the provisions of this section is guilty of an infraction for which a fine not to exceed ten dollars may be imposed. No court costs shall be imposed on any person due to a violation of this section, and in no case shall points be assessed.

- The seat belt law only applies to passenger vehicles carrying 10 persons or less. The law allows an exception for trucks licensed with a gross vehicle weight of 12,000 lbs. or more.
- The Missouri seat belt law does not require seat belt usage for all seating position in all passenger motor vehicles.
- Missouri law allows anyone 18 years of age or older to ride in the open bed of a pickup truck.
  - Missouri's child passenger restraint law allows numerous exceptions. The provisions of section 307.182 does not apply to:
    - If there are more children in the immediate family than seating positions, the children who cannot be restrained by a child safety restraint shall sit in the back seat unless the vehicle only has a front seat.
    - Public carriers for hire (e.g. taxi cabs, public transportation).
- There is no provision for driver's license points or insurance surcharge to be assessed for a violation of the child passenger restraint law.
- Certain child care facilities are not required to obtain a child care license
- Exemptions include:
  - Any person who is caring for four or fewer \*unrelated children ["Related, within the third degree, includes any of the following relationships by blood, marriage, or adoption: parent, grandparent, great-grandparent, son, daughter, brother, sister, uncle, aunt, niece, nephew, grandchild, or great grandchild." (Sec. 210.211.1(1), RSMo)].
  - Other programs such as nursery schools and programs operated under the exclusive control of a religious organization.
- Although numerous references were made about the participation by and support of individual insurance companies at the local, regional, and state level, it is unclear if the State's Insurance Commissioner encourages insurers to offer incentives to policyholders who use seat belts and child safety seats.
- There was no evidence provided for the assessment that the Missouri Department of Labor is involved in the promotion of increasing seat belt use among the State's employers.
- Missouri's Administrative State Vehicle Policy (SP-4) revised May 15, 2008 provides a cursory provision regarding the use of seat belts, which does not include enforcement criteria. It stipulates that one of the responsibilities of the operator while driving state vehicles or private vehicles on state business is that all occupants shall use safety restraints where equipped. However, there is no evidence that an Executive Order has ever been issued through the Missouri Office of the Governor to stipulate that all state

employees and their passengers shall wear seat belts when they are traveling in state-owned vehicles or when traveling on official business for the state in privately-owned vehicles.

- The State's GDL laws do not comply with many of the National Highway Traffic Administration recommendations for GDL components.

## 2C. RECOMMENDATIONS

- **Strengthen the seat belt law by:**
  - **Making the law apply to all occupants in all seating positions in all vehicles required by federal motor vehicle safety standards to be equipped with seat belts;**
  - **Removing the secondary enforcement provision;**
  - **Increasing the fine to a level that is meaningful to Missourians and add court costs;**
  - **Reducing the number of exceptions where possible;**
  - **Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.**
- Strengthen the child passenger restraint law by:
  - Reducing the number of exceptions where possible;
  - Allowing for the assessment of points and inclusion of a violation in the motor vehicles record.
- Strengthen the open bed law by:
  - Increasing the fine to a level that is meaningful to Missourians and add court costs;
  - Reducing the number of exemptions where possible;
  - Allowing for the assessment of points and inclusion of a violation in the motor vehicle records.
- Increase the coverage of safe transportation requirements for childcare facilities to include those being operated by religious organizations and those operating for the benefit of four or fewer unrelated children.
- Seek an Executive Order to require seat belt use by the driver and all occupants in all state motor vehicles or private vehicles on state business, excluding enforcement provisions ranging from counseling up to termination.
- Recruit the Missouri Insurance Commissioner to encourage insurers doing business in the State to offer incentives to policyholders who use seat belts and child safety seats.
- Enlist the support of the Missouri Department of Labor to assist in the promotion of increasing seat belt use among the State's employers including the dissemination of a model seat belt use policy for business/company-owned vehicles.

- **Increase the number of communities with primary belt ordinances until such time as a primary belt law is passed.**

### 3. LAW ENFORCEMENT

#### *GUIDELINE:*

*Each state should have a strong law enforcement program, coupled with public information and education, to increase seat belt and child safety seat use.*

#### 3A. STRENGTHS

- Missouri State Highway Patrol (MSHP) has a zero tolerance policy that requires all troopers to cite seat belt violators when another offense exists.
- MSHP is heavily involved in occupant protection education, including the use of “rollover simulators” and 12 seat belt “Convincers”.
- MSHP has 13 public information officers throughout the state, 11 of which are Child Passenger Safety Technicians.
- MSHP strictly enforces their policy that requires troopers to buckle up.
- Missouri Police Chiefs’ and Sheriffs’ Associations support primary seat belt legislation.
- Missouri Police Chiefs’ Association (MPCA) conducts child passenger safety inspections and bicycle helmet programs.
- The Missouri Department of Transportation Highway Safety Division (MoDOT HSD) has a good working relationship with the Missouri Police Chiefs’ and the Missouri Sheriffs’ Associations.
- HSD staff has exhibited during Missouri Police Chiefs’ and Missouri Sheriffs’ Associations conferences.
- HSD staff regularly attends monthly MPCA board meetings to present information about highway safety and mobilization initiatives to the attending chiefs of police.
- MPCA regularly communicates highway safety information to its membership.
- HSD coordinates three major and eight quarterly traffic enforcement mobilizations each year for impaired driving and occupant protection.
- Equipment incentives have been utilized on a limited basis to improve law enforcement quarterly mobilization participation with positive results.

- HSD provides online reporting for law enforcement agencies participating in enforcement mobilizations.
- HSD coordinates traffic enforcement efforts with the Law Enforcement Traffic Safety Advisory Council (LETSAC).
- LETSAC, made up of members from local and state law enforcement agencies, conducts an annual traffic enforcement training conference and awards ceremony for Missouri law enforcement officers.
- Missouri law enforcement agencies have three sources for traffic enforcement funding: HSD grants, mobilization grants through the Missouri Safety Center, and MoDOT State funding from regional coalitions.
- Check boxes for seatbelt violations are included on Missouri Uniform Traffic Citations, eliminating the need to write an additional citation for a seat belt violation.
- There are several Traffic Occupant Protection Strategies (TOPS) instructors in the state, and TOPS training is taught at the St. Louis Law Enforcement Academy.
- Several local jurisdictions have adopted primary ordinances for seat belt violations. Effective enforcement of local primary seat belt ordinances has resulted in increased public support as well as increased usage rates in their jurisdiction.
- Missouri has an enforceable, primary child passenger safety law.
- Three law enforcement agencies in the State (Kansas City, St. Louis, and Missouri State Highway Patrol) enforce the regulation requiring seat belt use by commercial motor vehicle drivers.

### **3B. CHALLENGES**

- There is no statewide Law Enforcement liaison program currently in effect.
- The need exists for more regional, split schedule child passenger safety training for Missouri law enforcement officers in underserved areas.
- Missouri Department of Transportation Highway Safety Division (MoDOT HSD) does not currently have law enforcement recognition programs in place other than the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) Officer of the Year Awards, which recognizes three local officers and one state officer each year.
- Law enforcement funding is primarily for overtime with limited equipment incentives currently being offered to law enforcement agencies.

- Many Missouri law enforcement agencies do not conduct occupant protection enforcement between mobilizations.
- Enforcement for occupant protection in Missouri is extremely limited. For 2008 mobilizations, only seven violators are cited per 10,000 population.
- The majority of law enforcement funding for occupant protection is dedicated to mobilizations with only limited resources available for on-going enforcement.
- The seat belt law for vehicle occupants over the age of 17 is secondary.
- Many law enforcement officers do not see seat belt enforcement as a priority and fail to enforce occupant restraint laws in a consistent manner because of the secondary nature and low fine amount of the safety belt law.
- Very few law enforcement agencies other than those funded by the MoDOT HSD participate in Click it or Ticket mobilizations. A statewide impact on the seat belt usage rate requires a statewide law enforcement team approach.

### 3C. RECOMMENDATIONS

- **Develop an effective Law Enforcement Liaison Program with experienced law enforcement officers managed by the Missouri Department of Transportation Highway Safety Division (MoDOT HSD).**
- Increase law enforcement funding for occupant protection mobilizations and sustained enforcement.
- Initiate TOPS training for law enforcement officers.
- **Develop a team approach to traffic law enforcement by implementing regional traffic enforcement networks or coalitions to facilitate law enforcement partnerships among all of Missouri's law enforcement agencies in an effort to increase traffic enforcement training, communication, networking and enforcement opportunities across the State.**
- **Develop an innovative and competitive incentive program that includes law enforcement equipment and is designed to motivate and involve the participation of all law enforcement agencies in the State of Missouri in traffic enforcement mobilizations and initiatives.**
- **Develop a law enforcement recognition program to award Missouri's law enforcement agencies for outstanding efforts in traffic enforcement and highway**



**safety initiatives; consider a Missouri Law Enforcement Challenge, which promotes and encourages award winning traffic safety programs.**

- Promote the International Association of Chiefs of Police National Law Enforcement challenge to Missouri's law enforcement agencies which will showcase their highway safety efforts on a national level.
- Provide occupant protection messaging throughout the year.
- Provide more occupant protection for children (ages 0–15) education for law enforcement officers to include regional child passenger safety training.
- Continue to partner with law enforcement and other highway safety coalitions to seek passage of the primary seat belt law.
- Actively enforce local primary seat belt ordinances.
- Initiate zero tolerance enforcement policies for all jurisdictions that require citing seat belt violators when another offense exists.
- Participate and exhibit at Missouri Sheriffs and Police Chiefs conferences.
- **Increase high visibility enforcement initiatives throughout the entire State to a level that at least matches the national average of secondary law states, currently 25 citations per 10,000 population.**

## 4. OCCUPANT PROTECTION FOR CHILDREN

### *GUIDELINE:*

*Each state should vigorously promote the use of child safety seats. States should recommend every child to ride safely secured in an age/weight appropriate child restraint until a seat belt fits at about 80 pounds and five (5) feet in height.*

### 4A. STRENGTHS

- It appears the MoDOT HSD has developed a close working relationship with their vested community partners through their regional coalitions in the child passenger safety area as well as other traffic safety areas.
- The State Child Passenger Safety Training Contact is the CPS coordinator housed within HSD and is the primary coordinator for the MO CPS training program and community resource development.
- A State CPS advisory committee has been formed with representatives from all of the 10 regions. All of the advisory committee members are certified technicians or instructors.
- MoDOT HSD conducts up to 10 certification classes per year. There are instructors independent of the MoDOT HSD that teach classes, mentor and re-certify technicians. This is positive as long as the local classes are coordinated with the “State classes” to avoid duplication of effort and to maximize resources.
- The MoDOT HSD supports an active ThinkFirst Missouri network designed to reach tweens and young drivers through their schools with a peer-delivered injury prevention message.
- HSD has developed an application process so that any child restraints provided by the HSD to inspection stations and special event coordinators are distributed to and by currently certified technicians only. There are about 124 stations in the State providing these services.
- HSD orders and purchases child restraints based on need as determined by the district CPS liaisons and has the child restraints delivered to the inspection stations. Guidelines have been developed by the advisory committee for distribution of these seats including that they be for distribution to low income families only and that no seat can be provided without education.
- MoDOT HSD has developed a database of currently certified technicians and instructors based on the information downloaded as needed from the Safe Kids CPS Certification website through State CPS Training Contact access to this information. This data is sorted by district and shared with the district CPS liaisons.

- HSD has made great strides through strong leadership and concerted efforts to implement the recommendations of the 2005 OPC Assessment.

#### **4B. CHALLENGES**

- There are limited means to solicit new sub grantees for Occupant Protection for Children's (OPC) safety projects.
- There appears to be no consistent collection of reported activity from CPS partners in the field to the HSD. Therefore, the HSD does not have an accurate comprehensive view of CPS activity in the state.
- There is a perception that the length of time needed to complete the CPS certification course is a hindrance to personnel receiving CPS certification training.
- It appears that many residents in some of the more rural areas of the State are not aware of the inspection stations and distribution programs available in their areas.
- There does not appear to be a coordinated, statewide OPC effort to reach children between nine and 14 years old in a consistent manner.
- Collection of funds for child restraints provided by HSD has created some operational problems; some entities choose not to collect any funds because they cannot dedicate monies back to their programs.
- Section 2011 funds are scheduled to expire at the end of FY 2009 and there is no plan for self sufficiency for child passenger safety after that date.
- Gaps exist in providing CPS technician services in underserved areas.

#### **4C. RECOMMENDATIONS**

- **Expand and improve upon the annual statewide notification of fund availability to include unfunded and potential partners to encourage new participants.**
- **Require any agency or person receiving resources from the Highway Safety Division (HSD) to provide regular activity reports. Provide incentives to non-funded partners to provide regular activity reports.**
- Conduct brief introductory CPS presentations to serve as a conduit to technician certification.

- Offer certification classes spread out over weekends or other schedules that do not require students to be away from regular duties for extended time in areas that are underserved and have limited certified technicians available to assist families.
- Develop and implement effective strategies for making residents in the more rural areas of the State aware of the inspection stations and distribution programs available in their areas.
- **Develop and launch a statewide initiative targeting older kids and tweens to encourage proper seat belt use and prepare them to wear seat belts as a teen when arriving on school campuses.**
- Develop policies and procedures for Child Passenger Safety (CPS) Programs agencies that receive child safety seats from Highway Safety Division (HSD) to collect funds at the local level to help achieve self sufficiency.

## 5. OUTREACH PROGRAM

### *GUIDELINE:*

*Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs.*

### 5A. STRENGTHS

- There is a cadre of partners (law enforcement agencies, health care providers, courts, local, state and federal government agencies, advocacy groups, planning organizations, concerned citizens and others) that functions through the Missouri Coalition for Roadway Safety (MCRS). This group developed the Missouri new *Blueprint to Arrive Alive* (MO strategic highway safety plan), which has laid an excellent foundation upon which to build future initiatives.
- There are 10 regional coalitions which are structured to align with the Missouri Department of Transportation (MoDOT) regions. They are an integral part of the MCRS.
- Each region has developed its own goals and identifies and implements ways to solve local problems and issues.
- MoDOT provides two million dollars to the MCRS for overall traffic safety programs and a portion gets distributed to the ten districts through an application process. One million dollars of these funds goes to Public Information and Education (PI&E) while the remainder goes to regional law enforcement and training based on the percentage of fatalities.
- Regionally, there are some very strong law enforcement task forces and joint enforcement operations.
- There is a strong teen initiative through the Team Spirit and Battle of the Belts programs that operate statewide. There are good teen resources on the MoDOT website.
- The MCRS hosts a Blueprint conference every two years.
- MoDOT and HSD are a great support and resource for their coalition activities.
- There are mini-grant opportunities available through the HSD that include potential funding for staff support and incentives.

- There are two Safe Communities programs operating in the State.
- There is some evidence of localized occupant protection initiatives disseminated through the religious community.
- There are community organizations in place that serve as a resource to diverse populations.
- The Wellness Resource Center at the Department of Mental Health at the University of Missouri houses the Partners in Prevention college traffic safety initiative. This HSD funded program supports activities (i.e., seat belt surveys/Battle of the Belts) on 13 university campuses and serves 6-7,000 students per year. Within the past 2-3 years they have incorporated seat belt messaging into their existing alcohol and traffic safety campaigns. This program serves a population of rural, urban and racially diverse students with varying rates of seat belt use.
- The Department of Physical Medicine and Rehabilitation at the University of Missouri School Of Medicine sponsors the ThinkFirst statewide program in Missouri. There are six chapters that blanket the state. This program with public and private financial support from HSD, the Missouri Department of Health and Senior Services, and Health South conducts 40 corporate programs per year serving approximately 4000 adults statewide. They also reach 31,000 students at 111 schools and sponsor young driver intervention programs through the trauma center to more than 207 court ordered, high risk youth offenders.
  - ThinkFirst Missouri serves these categories of Missouri citizens: kids (elementary school students), youth (grades 4-8), teens (high school) and young traffic offenders. This exemplary program serves as a national model for the National ThinkFirst Injury Prevention Foundation.
  - ThinkFirst Missouri was awarded funds from the Christopher Reeve Foundation to produce a training guide for speakers (survivors and victims) to teach them how to do public speaking and presentations. This guide was distributed nationally. Because of the success of this Missouri program, ThinkFirst Missouri has received additional funds from the same Foundation to develop a teen DVD.
- The Director of the Missouri Safety Council serves as the Chair of the Legislative Committee of the MCRS. Under this committee, more than 2650 individual and businesses were recruited to support primary seat belt legislation.
- There is a wealth of injury data collected through the trauma centers that can be used to make the case for enhancing occupant protection laws. Trauma center personnel are able to compile pre and post law injury statistics to make a convincing case for enhancing OP legislation, activities and media opportunities. (e.g. Unrestrained children ages 13-15 showed a 200% greater risk of chest injuries over restrained children of the same ages.)

- Health departments have attempted to get personnel trained in CPS because it is one of their top three areas of interest. Health Departments are the “go to” places for health services particularly in rural and low-income areas.
- There is a tweens education program that has received national recognition and functions in one rural area of Missouri. This tweens education program has an adult education component and can serve as a foundation for a statewide or national model to be replicated. The regional coalition and HSD have supported the project director in promoting the program.
- The Safe Kids program in Missouri has greatly contributed to educating children, parents and legislators regarding occupant protection issues.

## **5B. CHALLENGES**

- Other than data sharing and inspection stations there does not appear to be a strong affiliation between traffic safety and health departments throughout the state.
- There does not appear to be one coordinating agency or individual to manage or oversee the entire statewide network of traffic safety advocates.
- There appears to be limited partnership from the Department of Education, Department of Health and Senior Services, and organizations which represent diverse populations and employers to include these groups in planning and grant opportunities.
- The MCERS has no sub-committees to specifically address diversity, business and commerce issues and occupant protection (seat belts, child restraints, helmets, etc).
- Currently, it appears that there are minimal occupant protection materials dedicated to diverse populations.
- Other than the ThinkFirst Missouri program, we saw limited evidence of spokespeople who represent the medical, employer and diverse populations to speak to legislators and the media.
- There does not appear to be a coordinated, comprehensive and concerted effort to reach diverse populations.
- It appears there is limited diversity among law enforcement personnel who conduct community programs.
- There appears to be limited outreach to new partners in traditional and non-traditional categories such as churches, community organizations, and cultural or civic centers.

- Although there is a model tween program in Joplin, it has never been developed, packaged and disseminated as a statewide initiative.

## 5C. RECOMMENDATIONS

- Identify mutually beneficial opportunities through the Missouri Department of Health and Senior Services to promote occupant protection in rural, underserved communities.
- **Add sub-committees and representatives to MCRS( Missouri Coalition for Roadway Safety) to build greater capacity to specifically address diversity, medical, business/commerce issues and occupant protection (seat belts, child restraints, helmets, etc).**
- **Designate a full time person at the Missouri Department of Transportation Highway Safety Division to oversee and coordinate the efforts of the Missouri Coalition for Roadway Safety.**
- Solicit and guide potential partners in the grant and mini-grant process to increase visibility and seat belt activities in previously untapped locations.
- Work with the project director of the tween safety program to develop, package and disseminate it on a statewide basis.



## 6. COMMUNICATION

### *GUIDELINE:*

***As part of each state's communication program, the state should enlist the support of a variety of media, to improve public awareness and knowledge about seat belt use and Child Passenger Safety laws and enforcement. The program also should include timely information on air bags, child safety seats, booster seats, and occupant protection systems for children with special healthcare needs.***

### 6A. STRENGTHS

- The State makes a concerted effort to support primary seat belt legislation through public education. These activities have included:
  - Displays at the Capitol indicating what amending the current law to include primary enforcement would mean for Missouri in terms of lives saved, injuries prevented and costs reduced.
  - 485 pairs of shoes displayed on shoe racks to represent unbelted Missourians killed in traffic crashes.
  - Rally day at the Capitol.
  - Transportation Day.
  - Three news conferences.
  - T-shirts for 6,000+ Missouri Department of Transportation (MoDOT) employees to wear during “Arrive Alive Wednesdays” and during Capitol visits.
  - Distribution of 30,000 “gold card” postcards for constituents to send to state legislators to indicate their support for primary enforcement.
  - Visible and active participation by the Director of MoDOT in press conferences and other presentations.
- For Fiscal Year 2009, Highway Safety Division (HSD) has allocated \$325,000 of 402 paid media (PM) funds for occupant protection public information and education, plus \$1,000,000 in MoDOT funds for state PI&E and to 10 regional coalitions for local traffic safety public information efforts.
- MoDOT supports excellent websites that provide easily-accessible information, graphics that appeal to various audiences, and audio-visual materials. These include:
  - The MoDOT agency website: [www.modot.mo.gov](http://www.modot.mo.gov)  
This website provides information about the Highway Safety Division, the Highway Safety Program, and links to other websites.
  - The *Arrive Alive* website sponsored by the Missouri Coalition for Roadway Safety: [www.savemolives.com](http://www.savemolives.com)  
This website provides information about the Coalition and a variety of traffic safety programs, including the various occupant protection programs being conducted in the State, such as *Battle of the Belt*, plus access to resources such as publications and presentations.

- The youth edition of *Arrive Alive* website: [www.savemoyouth.com](http://www.savemoyouth.com)  
This website is designed specifically for youth and includes media for youth, youth programs, and easy ways for youth to participate, such as participating in *Team Spirit* and joining the traffic safety *Facebook*.
- Community relations staff members with the MoDOT System Management Team work directly and closely with the Highway Safety Division to plan and implement media campaigns in conjunction with occupant protection activities including law enforcement mobilizations such as *Click It or Ticket*. This office manages the agreement with the contracted advertising agency which develops and helps implement MoDOT public information campaigns, makes media buys, and mobilizes the MoDOT district public information officers to participate in those campaigns and serves on the state coalition, the Missouri Coalition for Roadway Safety (MCRS), Public Information Subcommittee.
- The MCRS has tasked the Public Information (PI) Subcommittee with the following responsibilities:
  - Develop a statewide media plan.
  - Coordinate overall public information efforts with both the state and regional coalitions.
  - Develop PI toolkits and distribute to the regional coalitions.
  - Distribute PI funding and monitor PI activity by the regional coalitions.
  - Draft press releases.
  - Coordinate events.
  - Provide technical assistance to regional coalitions.
- MoDOT provides a website page, *Request a Speaker*, with which any person or group can request a transportation expert to provide a presentation. “Child passenger safety,” “highway safety” and “youth safety programs” are included in the pull-down menus as standard topics for which a speaker can be requested.
- Drivers and passengers are exposed to buckle-up messages along the highways through use of electronic variable message signs and black-and-white regulatory signage.
- The Missouri State Highway Patrol supports occupant protection public information efforts through a variety of activities including, but not limited to:
  - Providing statistical information from citation and crash data including number of unbelted fatalities and unbelted persons injured.
  - Participation in media support of *Click It or Ticket* with pre- and post mobilization news releases.
  - Incorporation of seat belt messages in public news releases, brochures, and other media material.
  - Presentation of programs to schools and community groups with demonstrations of a roll-over simulator and seat belt convincers by 13 public information officers throughout the State.

- Development and distribution of public service announcements (PSAs) that are pre-recorded and sent to radio stations or officers record them directly with the radio station.
  - Encouraging the media to include reference to seat belt use in stories on crashes by reporting use or non-use to the media.
  - Development and distribution of a 15-minute video, *How to Save a Life*, that includes interviews with survivors and crashes that, along with a companion brochure, will be used in presentations by troopers.
  - Updating the *Safe Driving* brochure that includes information on graduated driver licensing (GDL) and the seat belt requirement in GDL.
  - Including the media on “ride-alongs” to educate media professionals on the issues law enforcement deal with out on the street.
- Missouri is implementing new creative media and materials in support of *Click It or Ticket* that includes point-of-service messaging such as window “clings” to go on cooler doors at service stations/convenience stores and gasoline “pump toppers.”
- Both paid and earned media are utilized in support of *Click It or Ticket* and other mobilizations. The Missouri State Highway Patrol concentrates on earned media. MoDOT purchases media, with an increasing use of Spanish-language media. MoDOT also provides templates for local coalitions to issue their own press releases and materials.
- Because teens are an identified high-risk group, special emphasis is being made to reach this audience. In addition to the [www.savemoyouth.com](http://www.savemoyouth.com) website, these activities, include, but are not limited to:
  - Public service announcement competitions among the schools to develop PSAs that are subsequently provided to the media for broadcast.
  - Use of Channel One, the educational channel dedicated specifically to schools, to reach primarily the larger high schools in the State.
  - Television and radio PSAs that are specifically developed for teens that feature teens and incorporate a catchy tune and slogan – *Get Your Buckle On*.
- Campaigns are supported by a variety of spokespersons that can present various perspectives on occupant protection and provide credible information on occupant protection. Spokespersons are drawn from several professions such as law enforcement, health care and emergency medicine and also include survivors to provide first-hand accounts of being saved by a belt.
- Regional coalition members provide a local “face” for press conferences, media interviews, and community events.
- A variety of colorful materials are produced, such as brochures, fliers, and posters, directed toward different audiences such as commercial motor vehicle operators, parents, teens, the faith community, day care centers, and the general public. A concerted effort is

made to visually represent a diverse population in the pictures in all the materials produced.

## **6B. CHALLENGES**

- MoDOT community relations staff members work with three major functional areas under System Management: maintenance, traffic, and highway safety. While considerable effort is expended on behalf of highway safety, time and resources must be shared with these other areas which cannot help but create competition for available resources.
- There is a small cadre of professional, articulate, and media-savvy spokespersons who are available to the media, the legislature, and organizations to speak on traffic safety and occupant protection issues. However, this cadre alone cannot meet the multiple demands across the State to provide media interviews, participate in talk shows, provide presentations, and participate in public service announcements.
- Because seat belt enforcement is secondary and fairly low, there may be a discrepancy between the use of the *Click It or Ticket* message and the perception of the chance of being ticketed.
- The ability to reach different portions of the State with media messages and public information varies drastically across the State. Kansas City and St. Louis are large media markets which benefit from messaging provided by Missouri as well as the State of Kansas and the State of Illinois. Illinois also provides strong, primary enforcement messaging to East Missouri. On the contrary, the “bootheel” area (far southeast) and “out-state” (rural) areas of the State are very difficult to reach through mass communication.
- Despite the fact that Missouri has a sizable African-American population and a growing Hispanic population, there does not appear to be a significant effort statewide to develop and implement public information materials for a diverse population with culturally sensitive materials in languages appropriate to those populations.
- Occupant protection program materials present a wide variety of looks, logos, themes and messages, and sponsors. This creates an inconsistent approach within a campaign and makes it difficult for the public to remember and recall a specific message.
- At the time of this assessment, there was no indication presented that the development of a statewide media plan had been completed.
- Air bag education and a demonstration conducted by a certified air bag technician are included in the “Be a Back Seat Boss” program for tweens conducted by the Safe Kids Joplin. This appears to be the only program in the State specifically for tweens and which includes air bag education.

- No information was provided during this assessment regarding education efforts in support of occupant protection systems for children with special healthcare needs.
- There is very little emphasis on a strong seat belt enforcement message except during the *Click It or Ticket* mobilization.
- Electronic media, such as websites, and print material are not consistently dated.
- Even though many populations are required to wear seat belts (commercial drivers, teens under graduated driver licensing and motorists in communities with primary ordinances) and the public generally supports a strong belt law, there is a strong perception that in Missouri there is very little threat of getting a ticket.

## 6C. RECOMMENDATIONS

- **Develop and implement a statewide traffic safety media plan, to include occupant protection, and within which all major traffic safety partners can participate.**
- **Within a traffic safety media plan, create and implement an identifiable, statewide seat belt public information campaign with a consistent message for all media, a consistent look and identifiable logo, acknowledgement of multiple sponsors or use of a space so each sponsoring agency can produce their own materials, using select media which reaches identified high-risk audiences, and taking advantage of social marketing channels such as Facebook© and Twitter©.**
- Assign or hire professional media specialists to focus solely on highway safety priorities and activities, including occupant protection.
- Develop and implement media training and support materials to develop a large, well-trained and on-call speaker's bureau around the State.
- Minimize the "secondary" element of the seat belt law and increase the perception that law enforcement is enforcing the Missouri seat belt law by using an "it's the law and it's enforced" approach both during and between designated mobilizations.
- Work closely with surrounding states to share and coordinate messaging, with an emphasis especially on primary enforcement messages which can be provided by Iowa, Illinois, and Arkansas.
- Create and implement a comprehensive campaign for the African-American and Hispanic communities with community leaders as spokespersons and specifically-developed and culturally appropriate media materials.

- Replicate the “Be the Back Seat Boss” program to reach tweens throughout the State.
- Determine what efforts are being made in the State to educate parents and provide occupant protection systems for children with special healthcare needs.
- **Ensure that sustained, high visibility enforcement is supported with a media campaign that uses a strong enforcement message.**
- Ensure that electronic media, such as websites, and all printed materials are consistently dated.
- Work with law enforcement to develop and implement communication strategies that take advantage of primary seat belt enforcement of young drivers, teens, commercial drivers, and motorists traveling through communities with primary ordinances.

## 7. EVALUATION

### *GUIDELINE:*

*Each state should conduct program evaluations that include, but are not limited to:*

- ✓ *Statewide observational surveys of seat belt and child safety seat use.*
- ✓ *Enforcement data.*
- ✓ *Data on fatalities and injuries in relation to seat belt usage and non-usage.*
- ✓ *Data on crash costs.*

### 7A. STRENGTHS

- The Missouri Department of Transportation Highway Safety Division (MoDOT HSD) has demonstrated their commitment to improving the quality of their occupant protection program by coordinating and supporting this assessment.
- Missouri uses a variety of data sources for their problem identification efforts. Data used for these efforts include traffic crash data, Fatality Analysis Reporting System (FARS) data, Crash Outcome Data Evaluation System (CODES) data, observational surveys, and some knowledge/attitudinal surveys as well as additional input from state, county and local agencies interested in addressing highway safety issues.
- Motor vehicle crash data are obtained from the Statewide Traffic Accident Records System (STARS). This system is maintained by the Missouri State Highway Patrol (MSHP). All law enforcement agencies use a standard form for investigating and reporting motor vehicle crashes to the STARS system. The use of a standardized form has been in place for many years. The relatively low reporting threshold for reporting crashes to the police - \$500 total property damage or any personal injury - helps to provide Missouri with a rich source of motor vehicle crash data.
- About 40 percent of the motor vehicle crash reports, including all MSHP reports, are completed and transmitted electronically to the STARS system using standard software. Data from the reports not submitted electronically are encoded by MSHP staff into the STARS computerized files. Missouri is striving to have all crash reports submitted electronically and expect to reach 60 percent electronic submissions within a year.
- Driver's licensing data are obtained from the Missouri Department of Revenue (DOR) driver history files.
- Vehicle registrations and annual vehicle miles of travel data are obtained from the Missouri Department of Transportation (MoDOT).

- Supplemental data on fatal crashes is obtained through the Fatality Analysis Reporting System (FARS) in which data on all fatal traffic crashes are compiled from a number of different sources and reported to a national repository in Washington, D.C. and then made available to the states for analyses.
- Missouri is a Crash Outcome Data Evaluation System (CODES) state and has the ability to link motor vehicle crash data with driver license, roadway, EMS, and hospital discharge/medical cost data. The CODES data, collected and processed by the Missouri Department of Health and Senior Services, provides the State with an additional rich source of data for problem identification and program evaluation.
- Information on injury rates (fatality rate /100 million vehicle miles traveled [VMT], fatality and serious injury rate/100 million VMT, fatality rate/100 thousand population, fatal and serious injury rate/100 thousand population), as well as raw numbers, is used in problem identification and program evaluation.
- Missouri motor vehicle crash data is made available to the public and to program planners and evaluators through the Missouri State Highway Patrol Statistical Analysis Center, and CODES data are made available through the Missouri Department of Health and Senior Services website. In addition to the data available through their websites, both agencies also provide “over-the-phone” assistance to help potential users understand the types of data available and how it should be used for problem identification or evaluation.
- The Highway Safety Program makes a significant investment in determining and tracking occupant protection by the use of the following observational surveys:
  - Statewide seat belt use surveys (drivers and front seat outboard passengers) have been conducted at least annually since 1998.
  - Specific pre-, during, and post-surveys are conducted which help measure and evaluate specific events and mobilizations with changes in use varying according to event and location. An example of this type of survey is the pickup truck observational survey conducted in 2007.
  - A seat belt survey specifically for high school students , conducted at the schools has been conducted every year since 2004.
  - An annual child restraint use survey has been conducted since 2001. These surveys collect data on children less than age four and are conducted at 21 sites in 18 counties.
  - With the exception of 2006, a seat belt use survey of drivers of commercial motor vehicles has been conducted annually since 2004.
  - Seat belt use is surveyed periodically on the campuses of 13 Missouri colleges and universities that are part of the Partners in Prevention Program.



- HSD has developed and implemented a “Mobilization Enforcement Activity” reporting website where participating law enforcement agencies can submit hours worked and citations written for different offenses during mobilizations.
- HSD completes an *Annual Evaluation Report* according to National Highway Traffic Safety Administration requirements. This report documents successes and results toward achieving traffic safety goals; provides an overview of current funding available, carry-forward funding, total available and total funding obligated; progress report data; benchmark results for each program area, including occupant protection; and project-specific annual reports.
- The *Annual Evaluation Report* indicates that two types of evaluation methods are used to determine program effectiveness – administrative evaluations that measure operational efficiency and impact evaluations that determine the extent to which a project was able to impact traffic crash involvement.
- The Highway Safety Program’s *Administrative Guidelines for Applications & Contracts* (Rev. 03/09) advises agencies submitting a grant application that the project will be administratively evaluated. Criteria for this evaluation are defined and include attaining contract goals and accomplishing objectives. Evaluation results will be used to determine:
  - The success of this type of activity in general and the funded project specifically;
  - Whether similar activities should be supported in the future; and
  - Whether sub grantee/contractor will receive funding for future projects.
- Training projects funded by the Highway Safety Program must include a two-step process: 1) student evaluation of the training to include completion of a survey at completion, and 2) instructor evaluation of the students’ comprehension and understanding of the material presented.

## **7B. CHALLENGES**

- Reliance on the overall number of motor vehicle crash fatalities may be a misleading indicator of the performance of occupant protection programs since restraints cannot help all types of crash victims (e.g., pedestrians and motorcyclists). In a similar manner, fatality and injury rates based on vehicle miles traveled (VMT) and population may not be the best indicators of injury trends related to restraint use since these are also affected by factors that cannot be influenced by restraint use.
- Other than requiring that law enforcement agencies report hours worked and citations written as a part of enforcement mobilizations, HSD does not include a requirement in occupant protection applications and contracts for the sub grantee to evaluate their projects.

- There does not appear to be a consistent reporting mechanism to determine what activities are being conducted, how MoDOT funds are being expended, and what proportion of effort is being expended on different programs areas by the 10 regional coalitions.
- It can be extremely difficult to make any progress in the use of occupant protection. However, given normal fluctuations in survey results, establishing goals of just two percent increases may show little more than normal standard deviations.
- Objectives should be specific, measurable, attainable, realistic, and time-framed. Many benchmarks included in the *Annual Evaluation Report* for occupant protection are not measurable (e.g., “Support child safety seat checkup events and educational programs...”).
- No cost-benefit evaluations or analyses are referenced for occupant protection projects in the *Annual Evaluation Report*.
- Highway safety contracts are not required to include expected or targeted performance measures for specific project activities, such as number of citations or contacts to be made per hour for enforcement grants. Detailed evaluation of a sub grantee is not possible without this information.
- It appears that information on non-traffic motor vehicle related incidents – such as hyperthermia and ATV crashes - can be hard to identify among the different data systems.
- The limited data in the annual child restraint use surveys (only children less than age four) limits the ability to evaluate the effects of legislation or programs on older children.
- Although expectations are that 60 percent of crash reports will be transmitted electronically to the STARS system within a year, the remaining 40 percent may be difficult to bring onboard with electronic submission due to technological and staffing challenges in the smaller departments.
- No nighttime seat belt observational surveys or attitudinal/knowledge surveys related to nighttime seat belt use or enforcement have been conducted in Missouri.
- There is limited localized observational use data collected at the city, county, or program level that can be used for problem identification or program evaluation.

## 7C. RECOMMENDATIONS

- **Discontinue reliance on the overall number of motor vehicle crash fatalities as an indicator of the performance of occupant protection programs since restraints cannot help all types of crash victims (e.g., pedestrians and motorcyclists).**
- **Compute and use fatality and injury rates based on the proportion of occupants involved in crashes for problem identification and evaluation as well as rates based on vehicle miles traveled and population since these are a more direct indicator of injuries among the population that restraints can help.**
- Establish restraint usage goals for projects which, while realistic, would also indicate statistically significant increases in the use of occupant protection.
- Ensure benchmarks are measurable and evaluated, for example, “reach xx number of youth with safety belt materials” rather than simply “develop youth safety belt awareness materials.”
- Determine which occupant protection projects are most cost-effective by implementing cost-benefit or return-on-investment analyses for select projects such as educational components or media activities.
- **Include targets for performance measures in every highway safety grant agreement to establish expectations for each project and provide the data necessary to conduct performance evaluations. Require all sub grantees to include not just a process evaluation for their programs but an outcome evaluation, such as pre- and post-program observational surveys of child restraint/booster seat and seat belt use or pre- and post-program knowledge tests, whenever possible.**
- **Develop and make available simplified and standardized seat belt and child restraint observational survey protocols and forms that can be used by local program planners and evaluators.**
- Modify the annual child restraint use survey protocols to include children older than age three and modify protocols to enable observers to more readily see into the vehicle for more reliable assessment of restraint use and to collect potentially more accurate age assessments, in order to evaluate the effects of legislation or programs on older children.
- Continue efforts to have all crash reports completed and transmitted electronically to the STARS system. Develop a program to provide assistance to the departments that may face technological or staffing challenges to coming onboard with electronic submission of crash reports.
- Conduct a reasonable number of nighttime seat belt observational surveys to determine if nighttime restraint use is low enough to consider implementing nighttime enforcement

efforts to further increase seat belt use and reduce injuries among some of the higher risk drivers in Missouri.

- Ensure that potential users of the Missouri motor vehicle crash and CODES data are made aware of the availability of this data through Missouri State Highway Patrol Statistical Analysis Center and the Missouri Department of Health and Senior Services websites. Continue to provide “over-the-phone” assistance to help users understand the types of data available and how it should be used for problem identification or evaluation.

## ASSESSMENT SCHEDULE

### Agenda

**Missouri Occupant Protection Assessment  
Capitol Plaza Hotel  
Jefferson City, Missouri  
March 15-20, 2009**

Sunday, March 15

6:00 – 7:00 P.M.

**Dinner**

7:00 – 8:30 P.M.

**Welcome and State Overview**

Susan DeCourcy, Regional Program Manager, NHTSA

Leanna DePue, Director, MoDOT HSD

Scott Jones, Occupant Protection Coordinator, MoDOT HSD

Monday, March 16

8:00 – 9:30 A.M.

**State Leadership Overview**

Scott Turner, Program Administrator, MoDOT HSD

Lt. Richard Fredendhall, MSHP

Sheldon Lineback, Executive Director, MOPCA

9:30 – 9:45 A.M.

**Break**

9:45 – 10:15 A.M.

**State Highway Safety Office Program Coordination**

Scott Jones, Occupant Protection & Police Traffic Services  
Coordinator

Carrie Wolken, Youth Program Coordinator

Chris Luebbert, Police Traffic Services Coordinator

10:15 – 10:30 A.M.

**Break**

10:30 – 12:00 P.M.

**Legislation, Regulation, and Policy**

Vicky Williams, Legislative Coordinator, MoDOT HSD

Brad Brester, DOR Customer Service (Graduated Driver's License)

Lilliard Richardson, Professor of Public Policy at the University of  
Missouri-Columbia MO

Jeff Lockwood, MoDOT Risk Management Safety Specialist

12:00 – 1:00 P.M.

**Lunch**

1:00 – 1:45 P.M.

**Outreach Programs**

Sharee Galnore and Lynn Ware, Cape Girardeau Safe  
Communities  
Dr. James Kessel, Trauma Surgeon, University of Missouri Hospital

1:45 – 2:00 P.M.

**Break**

2:00 – 3:15 P.M.

**Enforcement Programs**

Sgt. Dave Stuckmeyer, St. Louis County P.D.  
Officer Grace Jones, Creve Coeur P.D.

3:15 – 3:30 P.M.

**Break**

3:30 – 4:30 P.M.

**Enforcement Programs**

Capt. Kevin Reaves, Lee's Summit Police Department  
Sgt. Bill Moulder, Camden County Sheriff's Department  
Grant Ruark, Kansas City Police Department

4:30 – 5:00 P.M.

**Day One Wrap up**

Tuesday March 17

8:00 – 9:30 A.M.

**Communications Programs**

Revee White, MoDOT Community Relations Specialist  
Melissa Black, MoDOT Community Relations Specialist  
Capt. Tim Hull, Director, MSHP Public Information &  
Education  
Lt. John Hotz, Asst. Director, MSHP Public Information &  
Education

9:30 – 9:45 A.M.

**Break**

9:45 – 10:45 A.M.

**Child Occupant Protection Programs**

Pam Hoelscher, Child Occupant Protection Coordinator  
Paul Powers, Safety Resource Officer, Chesterfield PD  
Lezlie Dahlke, Columbia Safe Kids Coalition

10:45 – 11:00 A.M.

**Break**

11:00 – 12:00 P.M.

**Outreach Programs**

Steve Clark, St. Louis Regional Coalition

12:00 – 1:00 P.M.

**Lunch**

1:00 – 2:30 P.M.                    **Enforcement Programs**  
Scott Jones, Occupant Protection & Police Traffic Services  
Coordinator  
Bill Whitfield, Senior System Management Specialist

2:30 – 3:00 P.M.                    **Break**

3:00 – 4:30 P.M.                    **Outreach Programs**  
Joan Masters, Partners In Prevention, Wellness Resource  
Center  
Michelle Gibler, ThinkFirst  
Dale Findlay, Director, Missouri Safety Council

4:30 – 4:45 P.M.                    **Day Two Wrap Up**

**Wednesday, March 18**

8:00 – 9:30 A.M.                    **Data Evaluation**  
Ron Beck & Russ Dunwiddie, MSHP Statistical Analysis  
Center  
John Miller, MoDOT Traffic Engineer  
Mark Van Tuinen, MO Dept of Health

9:30 – 9:45 A.M.                    **Break**

9:45 – 11:30 A.M.                    **Data Evaluation**  
Lynn Knifong, Asst. Dir., MO Safety Center (Seat Belt Survey)  
Gena Spence, MO Safety Center (Seat Belt Survey)  
Leanna Depue, Director, MoDOT HSD

11:30 – 1:00 P.M.                    **Lunch & Demo with Scott Jones**

1:00 – 4:30 P.M.                    **Telephone interviews**  
Pam Holt, St. John's Medical Center  
Jo Sitton, Safe Kids Joplin  
Officer Scott Roach, St. Louis County Police Department

**Thursday, March 19**

8:00 A.M. – 5:00 P.M.                    **Team Deliberations**

**Friday, March 20**

8:30 A.M. – 10:30 A.M.                    **Draft Recommendations Report Out**

## ASSESSMENT TEAM CREDENTIALS

### **BARBARA W. BECKETT**

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#### **Brief Biography**

Barbara W. Beckett served as the Executive Director of the Maryland Committee For Safety Belt Use, Inc. from 1986 to 2008. Barbara also served as the Safe Kids Maryland State Coalition Coordinator from 1991-2007.

Ms. Beckett has a personal and professional devotion to saving lives and reducing injuries through effective safety measures. She is the co-author of the Maryland Chiefs' Challenge, which is the law enforcement competition adopted in 1992 by the International Association of Chiefs of Police (IACP) as the national model. From 1988 to 2007, she served as an Associate Member of the Maryland Chiefs of Police Association (MCPA) and upon her retirement was made a Life Member of the MCPA.

For many years, she served as a member of the Family-to-Family Board of Advisors for WMAR TV (metro Baltimore's ABC affiliate station), as a Board Member for the Maryland Chapter of the American Trauma Society and the Chesapeake Region Safety Council, and an adjunct faculty member at the Johns Hopkins University Bloomberg School of Public Health, as well as a member of the Governor's Executive Advisory Council.

During the past 40 years, Ms. Beckett has worked as an advocate and lobbyist for a variety of health care and traffic safety issues. Additionally, she has worked as a volunteer coordinator on numerous political campaigns.

She has worked extensively with the NHTSA on occupant protection efforts and has served as a team member of Occupant Protection Assessments in ten states throughout the United States.



## **SUSAN N. BRYANT, MA, MBA**

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### **Brief Biography**

Susan (Sue) Bryant is currently a transportation consultant for a small firm based in Austin, Texas. After almost thirty years of state employment, she retired as the director of the public transportation division of the Texas Department of Transportation (TxDOT). The public transportation division had 180 employees and an approximately \$150 million budget of federal and state grant programs for rural and small urban transportation systems, the state's medical transportation program, and public transportation planning. Prior to becoming division director, she served for over ten years as the director of the Texas traffic safety program.

During her career with TxDOT, she held the position of state traffic safety director, assistant to the deputy director for field operations, and highway safety planner and program manager. She served as secretary and member of the board of the National Association of Governors' Highway Safety Representatives (now Governors Highway Safety Association) and member of the law enforcement committee for the Transportation Research Board.

She facilitated the strategic planning process for the Governors Highway Safety Association (GHSA) in 2006, completed a "How To Manual" for occupant protection for children for GHSA (November 2007), and serves on traffic safety program assessment teams throughout the country. Most recently, she has headed a project in Texas to conduct community assessments and develop local strategic plans for underage drinking prevention.

For seven years, she served as an appointed city official as member and then chair of the City of Rollingwood's Planning and Zoning Commission. She was recently appointed to serve on the City's Utility Commission.

She has taught high school and adults, has consulted for the media in major television markets, and also teaches management to state and local officials. She has been named to "Who's Who of American Women," has received the national Award for Public Service from the U.S. Department of Transportation, and is a two-time recipient of the American Association of State Highway and Transportation Officials (AASHTO) President's Modal Award for highway safety. She is also a graduate of Leadership Texas.

A Phi Beta Kappa graduate with Highest Honors in English from the University of Iowa, she also holds a master's degree in communications from the University of Iowa and a master's degree in business administration from the University of Texas at Austin.

**WILLIAM L. HALL, BA, MA**

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**Brief Biography**

William L. (Bill) Hall began his career with the University of North Carolina Highway Safety Research Center (HSRC) in 1977 and is currently the Manager of HSRC's Occupant Restraint Program. During this time, Bill helped to spearhead the Center's efforts to implement and evaluate programs to increase seat belt and child restraint use in North Carolina. These efforts have included educating and training parents, care-givers, health educators, police officers, the general public, and targeted populations about how to safely transport children and adults. In addition, Bill has worked with HSRC colleagues as well as other local, state, and national organizations to evaluate the effectiveness of these programs through observational surveys and analyses of motor vehicle crash injury data. Bill was a key member of the team that developed, implemented, and evaluated the pilot *Click It or Ticket* (CIOT) programs conducted in three North Carolina communities in 1993 – programs that served as models for the subsequent CIOT campaign in NC as well as the rest of the country.

Bill served on the National Child Passenger Safety (CPS) Board from 1999 through 2001 and continues to stay involved with the national CPS Certification curriculum in a variety of roles. Bill currently directs and manages the NC Child Passenger Safety Resource Center which was established to serve as a central source of consumer information on child restraints, seat belts, and airbags for the general public of North Carolina, provide program and technical assistance to occupant restraint advocates and program administrators, and coordinate and monitor State-of-NC-sponsored CPS training activities and programs and is one of the State CPS Training Contacts for North Carolina.

## **RICKY H. RICH**

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### **Brief Biography**

Ricky Rich retired from the Gainesville, Ga. Police Department with twenty years of service. He has been employed by the Georgia Governor's Office of Highway Safety since April, 1997. He began his career with GOHS as the Law Enforcement Coordinator and is currently the Director of Special Operations. Among his duties as Special Operations Director, Ricky is in charge of law enforcement services for GOHS, including creating and managing highway safety initiatives and innovative traffic enforcement programs for law enforcement agencies, statewide coordinator of the traffic enforcement networks and coordinating statewide law enforcement mobilizations for high visibility traffic enforcement campaigns such as Operation Zero Tolerance and *Click it or Ticket*.

Ricky is a past state president of the Georgia Fraternal Order of Police, member of the Peace Officer's Association of Georgia, a member of the Georgia Association of Chief's of Police, serves as a special consultant to the International Association of Chief's of Police's Highway Safety Committee and is chairman of the National Law Enforcement Challenge Subcommittee for IACP. Ricky is also a member of the National Sheriff's Association Traffic Safety Committee.

## **LORRIE WALKER**

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### **Brief Biography**

Lorrie Walker has more than 20 years experience in the traffic safety field, predominately in the areas of child passengers, bikes, school buses, children with special health care needs, teen drivers, teen passengers and pedestrian safety.

Lorrie joined Safe Kids Worldwide as the training manager and technical advisor for the Safe Kids Buckle Up program in August, 2004. She develops community-based educational programs on vehicle safety and oversees the national training program for more than 300 Safe Kids Coalitions throughout the United States

Lorrie also currently serves as the curriculum committee chair for the National Child Passenger Safety Board.

Prior to working in Washington D.C. with Safe Kids Buckle Up, she served as the director of the Florida Traffic Safety Resource Center and assistant professor of research at Florida Atlantic University. She was also the program administrator of the Traffic Injury Prevention Project at the American Academy of Pediatrics, Pennsylvania Chapter for more than a decade.

As an advocate for child safety and injury prevention, she is a nationally certified child passenger safety instructor, has consulted on numerous studies and published articles and routinely participates as an expert panel member for NHTSA and other organizations.

Lorrie holds a bachelor's degree in social work from Eastern College in St. Davids, PA and a master of science from St. Joseph's University in Philadelphia. She worked for nine years as an adjunct professor in the Health Administration and Health Education Departments in both the graduate and undergraduate schools at St. Joseph's University.

*MISSOURI*

## **Section 405(c)**

# **State Traffic Safety Information System Improvements Grant**

**23 CFR 1200.22 MAP-21, Section 405(C)**  
**State Traffic Safety Information System Improvements**  
**Appendix D Part 2**

**State Traffic Safety Information System Improvement Grant Introduction:** The purpose of this grant is to support State's efforts to improve data systems needed to assist in identifying priorities for Federal, State, and local highway traffic safety programs. The grant assists in linking intrastate data systems, and to improve the compatibility and interoperability of these data systems and the data systems of other States for highway safety purposes. This grant provides additional funding for Missouri which allows us to enhance our ability to analyze national trends in crash occurrences, rates, outcomes, and circumstances.

## MISSOURI COALITION FOR ROADWAY SAFETY

**MEETING TITLE:** MCRS Executive Committee

**DATE:** June 21, 2007

**TIME:** 10:00 a.m. - noon

**LOCATION:** Missouri State Highway Patrol, 1510 East Elm St., Jefferson City

### MEMBERS (an X indicates the member was in attendance)

☒ Leanna Depue, Chairperson, MoDOT Highway Safety  
☒ Melissa Black, MoDOT System Management  
☐ Joseph Boyd, FMCSA  
☒ Ron Breau, MO Motor Carriers  
☒ Terry Butler, Missouri Safety Center  
☐ Randy Cornell, Contract Freighters, Inc.  
☐ Romell Cooks, NHTSA  
☐ J.R. "Buddy" Davis, LETSAC  
☐ Susan deCourcy, NHTSA  
☒ Dale Findlay, Missouri Safety Council  
☐ Mell Henderson, MARC  
☐ Sandy Hentges, MoDOT System Management

Others present:

Michael Briggs, MARC  
 Bill Coleman, FMCSA  
 Don Neumann, FHWA

☐ Don Hillis, MoDOT System Management  
☐ Brad Jones, Missouri State Highway Patrol  
☐ James Keathley, Missouri State Highway Patrol  
☐ Kevin Keith, MoDOT  
☐ Gary Lowe, Missouri Safety Center  
☒ Allen Masuda, FHWA  
☐ Nancy McAnagh, DHSS  
☐ Mike Right, AAA  
☒ Angie Rolufs, University of Missouri-Rolla  
☒ Trish Vincent, DOR  
☒ Bill Whitfield, MoDOT Highway Safety Division  
☐ Jim Wild, E-W Gateway Council of Governments

Stephen Risse, MARC  
 Kathy Shikles, MoDOT Highway Safety

### AGENDA TOPICS:

Welcome and Introductions  
 Review Subcommittee Status  
 2008 Blueprint Conference  
 Update on Motorcycle Safety Task Force  
 2007 Blueprint Funding  
 Process to Update Missouri's Blueprint for Safer Roadways  
 Suspended, Revoked and Unlicensed Task Force  
 Subcommittee Reports

### KEY POINTS:

**Welcome and Introductions**

Leanna Depue welcomed all present.

**2007 Blueprint Funding**

Two million dollars will be given again this year to be used for Blueprint efforts. The Executive Committee received two requests for funding. The DWI Subcommittee requested approximately \$75,000 for conducting an administrative review of the breath alcohol ignition interlock program. We've also had requests for additional training for first responders on the safest way to respond to crashes involving hybrid electric vehicles and vehicles with advanced airbag systems. After discussion, a motion made by Dale Findlay and seconded by Trish Vincent passed dividing the two million dollars up as follows:

- \$800,000 – Implementation funds to the regions
- \$200,000 – Executive Committee (funding for administrative review of the breath alcohol ignition interlock program and hybrid electric vehicles and vehicles with advanced airbag systems.)
- \$600,000 – Statewide Public Information initiatives
- \$400,000 – Public Information funds to the regions

### **Review of Subcommittee Status**

- Commercial Motor Vehicle – Active. Randy Cornell of Joplin in chairperson. They need to come up with bulleted subcommittee responsibilities.
- Impaired Driving Subcommittee (formerly DWI Subcommittee) – Active. Membership may need to be expanded. A motion was made by Trish Vincent and seconded by Dale Findlay to change the name of the DWI Subcommittee to Impaired Driving Subcommittee. Motion passed.
- Enforcement Subcommittee – Active. Bill Whitfield is currently chairperson but has accepted another position at Highway Safety. Will need to find replacement.
- Traffic Records Coordinating Committee (formerly Evaluation Subcommittee) – Active. It was proposed that the Evaluation Subcommittee and the Traffic Records Coordinating Committee be combined and their focus be expanded. Leanna talked with Randy Silvey and Brad Jones about this. Ron Breau made a motion and Trish Vincent seconded that the Evaluation Subcommittee be renamed to Traffic Records Coordinating Subcommittee and that they be charged with developing a plan for improvement of record keeping systems in the state of Missouri. Motion approved.
- Judicial Subcommittee – Inactive. Trish Vincent made a motion, which was seconded by Allen Masuda to eliminate this subcommittee and transfer tasks to other subcommittees. Motion approved. The Enforcement Subcommittee will get the responsibility of reviewing case law and provide updates as appropriate and monitor sentencing trends and issues. The Impaired Driving Subcommittee will get the responsibility of tracking the expansion and activities of DWI courts and assisting with the promotion of court monitoring.
- Legislative Subcommittee – Active
- Public Information Subcommittee – Active
- Roadway Infrastructure Subcommittee – Active. Angela Rolufs of University of Missouri-Rolla is chairperson. They need to come up with bulleted subcommittee responsibilities.
- Strategic Planning and Implementation Subcommittee – Active

### **Process to Update Blueprint**

The current Blueprint was completed in November 2004. We need to begin the process of updating the Blueprint. The Public Information Subcommittee wants to be heavily involved. Leanna requested working with the regional coalitions to hold open forums in each of the regions to get input on the Blueprint prior to revising it. Michael Briggs also suggested working with the MPOs and Regional Councils. Leanna suggested asking the regional coalitions to schedule them this fall. Leanna will try to attend all of them but would like members of the Executive Committee to try to attend at least one of them. Michael Briggs made a motion and Ron Breau seconded that we ask the regions to hold forums or a public type meeting to support the concept or get input to updating the Blueprint. Motion approved.

### **2008 Blueprint Conference**

Dale Findlay made a motion and Bill Coleman seconded that we host a 2008 Blueprint Conference. Motion passed. We need to form a working group to address the development of the 2008 Blueprint Conference. Don Neumann agreed to lead the charge and Trish Vincent said she would assist.

### **Suspended, Revoked and Unlicensed Task Force**

Trish Vincent said that last year Sen. Stouffer introduced legislation regarding driving while suspended and revoked. Another state uses a different color of license plates to make it easier for law enforcement to identify DWI offenders. This could be expanded to suspended and revoked drivers. The Department of Revenue is trying to find a tool to assist law enforcement to keep these drivers off the road. Trish said they could possibly make the plate start with a specific letter. Dale Findlay made a motion and Ron Breau seconded that we form a task force to look at suspended and revoked drivers. Motion approved. Trish Vincent agreed to take the lead and put together a task force to address this issue. Bill Whitfield suggested that someone from the Law Enforcement Traffic Safety Advisory Council, Missouri Police Chiefs Association, and Missouri Sheriffs Association be included on this task force. Trish said they need some legal counsel on the task force as well.

### **Motorcycle Safety Task Force**

The Motorcycle Safety Task Force has met and put together a proposal for expenditures of 2010 fund. They were allocated \$100,000. Terry Butler reported on how the money will be spent.

### **Operation STOP**

Operation STOP is a virtual web based memorial for Missouri people who have died in crashes. This website was created to give Missouri teenagers a place to learn from the mistakes or misfortunes of other teens. An individual developed this



website. They manage the deaths that are reported to the Highway Patrol. We need to investigate this website further before linking it to our site. The website is <http://www.operationstop.com>.

### **Resource Guide on Highway Safety Training**

Terry Butler agreed to chair a working group to look at potential development of a resource guide for highway safety training in the state. Angie Rolufs agreed to assist.

### **Subcommittee Reports**

#### **Enforcement Subcommittee – Bill Whitfield**

Waiting for numbers on the Click It or Ticket, Pickup Truck and youth initiative. Click It or Ticket focused in 20 counties. We contracted with 120 agencies and the Missouri State Highway Patrol. Bill said they met with the agencies personally for the Click It and Ticket and Pickup Truck projects. Earned media events were scheduled along with paid media. The law enforcement participation was up from last year. We rolled out a new reporting web based system. By the next meeting, Bill will be able to report the seat belt usage rate.

Bill Whitfield is the new MCSAP program assistance coordinator. We need to look at getting another chairperson for the Enforcement Subcommittee.

#### **Legislative Subcommittee – Dale Findlay**

Even though primary seat belt legislation did not pass this year, Dale thanked everyone for working so hard. Dale hoped there was no discouragement. Dale is not sure who'll be our sponsor next year. They'll be meeting to look at the primary seat belt issue again to come up with recommendations for next year. We saved the motorcycle helmet law and motor vehicle inspection program.

Legislation was passed that contains an emergency clause on the provisions regarding the use a nonalcoholic antiseptic for cleansing the skin prior to drawing blood for determining alcohol content of the blood.

#### **Public Information Subcommittee – Melissa Black**

##### **Child Passenger Safety**

- National Child Passenger Safety Week was February 11-17
- Used radio, TV, pump toppers, posters
- Materials all online
- Press event around the state
- Child Passenger Safety week is being moved to September

##### **Never Made It Teen Safety Belt Campaign**

- Radio, TV, Internet, Theaters
- February 19 – March 12
- Materials all online
- March 1 – 16 enforcement efforts

##### **Work Zone Safety Awareness**

- April 2-6 Work zone Awareness
- Radio, TV, Billboards
- Press event

##### **Primary Safety Belt**

- Helped with rallies, materials, press materials, etc.

##### **Buckle Up in Your Truck Campaign**

- April 29 – May 12
- TV, radio, materials all online
- Hangtags
- Press events around the state – shared event with Kansas in May at Ford Plant and shared some media as well (also District 6)

##### **Click It or Ticket**

- May 13 – June 2
- TV, radio, materials all online, added additional funds from 07 budget to strengthen this effort
- Seat belt survey was June 4
- Press events around the state

#### Battle of the Belt

- Sent reminders to schools for upcoming contest, which was changed to run September 6 – December 31 to give them more flexibility
- Added the private schools, along with public
- Already have some of the funding for prizes from Shelter
- Added the video content element to the competition – so this will be an additional prize

#### Budget

- Tallied final 07 budget
- Planned for 08 spending
- Asked regions for the 07 reports by July 1, 08 plans by August 1

#### Updating Marketing Plan

- Currently resend or put on the Web soon

#### Ad Agency RFP

- New agency chosen through OA, will be announced soon, any state agency

#### Coming Up

- Impaired Driving Crackdown – August 15 through September 3
- “Never Made It” campaign will run Sept. 07 through Oct. 07
- Impaired Driving campaign will run November 07 through December 07
- “Operation Safe Teen” may possibly be moved to April 08

#### Website Update

Boost and Buckle T-shirts – State Fair and Child Passenger Safety Week in September. Each district will get some T-shirts. Trish said daycares would be a good place. T-shirts came from another funding source because we passed the law.

#### Infrastructure Subcommittee - Angie Rolufs

Working on the following:

- Roadway Safety Audit - interested in putting back in state. Big push in LTAP community. Simple brochure of what is a roadway safety audit and why do we want to have it in our community.
- Roundabout Awareness - Working with Brian and giving pitch on roundabouts for RPCs. MoDOT has some brochures.
- LTAP - working with District 10 on pilot training on EMS and guard cable
- Working on LED traffic lighting – saves money and easier to see. Working with Springfield and Rolla on putting those in place.

#### Commercial Motor Vehicle Subcommittee – Ron Breau

- Had an organizational session.
- Obtained data from Brian on CMV and accidents to start reviewing.
- Randy Cornell is thinking of having a conference call meeting next week.

#### Other issues:

Allen Masuda suggested having future Executive Committee meetings in a location that is capable of connecting by telephone for those who cannot attend.



**MEMORANDUM**  
**Missouri Department of Transportation**  
**Highway Safety Division**  
2211 St. Mary's Blvd., P. O. Box 270  
Jefferson City, MO 65102  
(573) 751-4161 or (800) 800-BELT  
Fax (573) 634-5977

---

State Traffic Safety Information System Improvement Grant  
Section 408

State of Missouri

TO: Romell Cooks, Regional Administrator  
Region 7, NHTSA

FROM: Pete Rahn, Director and Governor's Representative  
Missouri Department of Transportation

SUBJECT: Grant Application – Section 408

DATE:

I certify that:

The State of Missouri has established a Traffic Records Coordinating Committee (TRCC) and that the Committee has oversight responsibility for the implementation of the State of Missouri's Traffic Records Strategic Plan. The Committee's membership list is included within this application.

A copy of the State of Missouri's multiyear highway safety data and traffic records Strategic Plan is included.

The State of Missouri has adopted and is using the MMUCC data elements. The State has also signed a Memo of Agreement with the National Highway Traffic Safety Administration (NHTSA) to adopt and use NEMSIS data elements.

The State of Missouri will make available or submit to NHTSA its Strategic Plan and documentation of the TRCC's membership, organization, and authority.

The State of Missouri will use Section 408 funds only to evaluate, improve, and link its highway safety data and traffic records system in accordance with eligible use detailed in 23 U.S.C. 408.

Section 408 funds received by the State of Missouri will be administered in accordance with 49 CFR Part 18.

The State of Missouri will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*

Traffic Records Coordinating Committee

Meeting Schedule

July 18, 2013

August 22, 2013

September 26, 2013

October 24, 2013

November 21, 2013

December 19, 2013

January 23, 2014

February 20, 2014

March 20, 2014

April 24, 2014

May 22, 2014

June 26, 2014

## **1C TRCC Membership and the Organization and Function of TRCC**

### **Chair of the Traffic Records Coordinating Committee**

Captain Brad Jones  
Director, Traffic Records Division  
1510 East Elm Street  
Missouri State Highway Patrol  
Jefferson City, MO 65102-0568  
(573) 526-6123

### **Traffic Records Coordinator**

Jeremy L. Hodges  
Intermediate System Management Specialist  
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Jeremy.Hodges@modot.mo.gov

### **Traffic Records Coordinating Committee Members:**

Aaron Bartlett, AICP  
Bicycle/Pedestrian & Safety Programs Manager  
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---

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**1D**

**Missouri State Traffic Records Coordinator**

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2.

# State of Missouri Strategic Plan

For the Improvement of  
The State Traffic Information System

By The Missouri Traffic Records Coordinating Committee



2014

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## Vision Statement

Missouri is building a comprehensive traffic records system, with maximal use of automated field data collection software, error correction at the point of collection, electronic data sharing between the field and central databases, vastly increased data integration, and access for all legitimate users. This long-term vision includes creation of merged datasets, redaction of personal identifiers, and accessible via online analytic tools or through staff dedicated to assisting users. These resources will be housed within the various custodial agencies but made accessible for legitimate users through password-secured websites.

Missouri's traffic records system will work towards a formal data quality program with performance indicators for each of the six core system areas. The quality control program will be based on data quality measurements developed in cooperation with the custodial agencies responsible for each major database. The indicators used by the systems' managers to monitor day-to-day performance will "roll up" to user-oriented indicators available in monthly and annual summaries. The TRCC will work with the custodial agencies to develop and maintain the data quality reporting function.



## Goal

To move forward in upgrading and integrating the data systems used to conduct safety analyses in the State.

## Objectives

### Crash System

- 1) To reduce the number of days from the crash date to the date the crash report is entered into the database to less than thirty (30) days (C-T-1).
- 2) To have 50% of the crash reports entered into the database within thirty (30) days after the crash (C-T-2).

### Vehicle System

### Driver System

- 1) To reduce the number of days from the conviction date to the date the conviction is posted to the state of the driver's to ten (10) days (D-T-1).

### Roadway System

- 1) To identify 100% of public road miles on the State's base map (R-C-2).

### Citation/Adjudication System

- 1) To reduce the number of days from the date of the charge disposition to the date the charge disposition is entered into the statewide adjudication database to seven (7) days (C/A-T-2).

### EMS/Injury Surveillance

- 1) To reduce the number of days from the date of an EMS run to the date when the EMS patient care report is entered into the database to thirty (30) days (I-T-1).

---

**Missouri Traffic Records Coordinating Committee**

Missouri Department of Transportation

Dave Nichols, Director

Leanna Depue, Director, Highway Safety Division

Jeremy Hodges

Bill Whitfield

Chris Luebbert (MCSAP)

John P. Miller

Myrna Tucker

Missouri Department of Revenue

John R. Mollenkamp, Acting Director

Brad Brester

Tracy Robertson

Christina Predmore

Missouri Department of Health and Social Services

Gail Vasterling, Acting Director

Mark Van Tuinen

Terry Ellsworth

Missouri State Highway Patrol

Colonel Ron Replogle

Capt. Brad Jones

Russ Dunwiddie

Cristian Oros

---

### Office of State Courts Administrator

Greg Linhares, State Courts Administrator

Tina Jones

Doug Buschjost

### Local Engineering

Larry Benz, Cole County

Richard Stone, City of Columbia

### Local Law Enforcement

Sgt. David Stuckmeyer, St. Louis CO, MO PD

### Advisory Agencies

National Highway Traffic Safety Administration

Susan deCourcy

Mid-America Regional Council (MPO)

Aaron Bartlett

Federal Motor Carrier Safety Administration

Dan Meyer

Federal Highway Administration


Marc Thornsberry

---

**TRCC Strategic Plan Approval**  
**Missouri Department of Health and Senior Services**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Health and Senior Services:

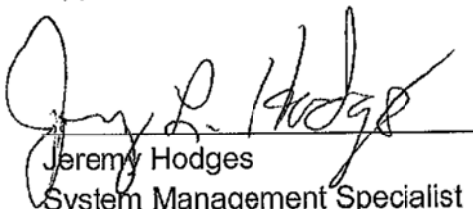
  
\_\_\_\_\_

Terry Ellsworth

**TRCC Strategic Plan Approval  
Missouri Department of Transportation**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Transportation:



Jeremy Hodges  
System Management Specialist  
Traffic and Highway Safety

**TRCC Strategic Plan Approval  
Office of the State Courts Administrator**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri State Courts Administrator:


A handwritten signature in black ink, appearing to read 'Tina Jones', is written over a horizontal line.

Tina Jones

**TRCC Strategic Plan Approval  
Missouri Department of Revenue**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Revenue:

A handwritten signature in black ink, appearing to read "Brad Brester", is written over a horizontal line.

Brad Brester

**TRCC Strategic Plan Approval  
Missouri State Highway Patrol**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri State Highway Patrol:



---

Brad Jones



## Memo of Understanding

To: Gail Vasterling, Acting Director  
Missouri Department of Health and Senior Services

From: Leanna Depue  
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: February 14, 2013

Subject: Missouri Strategic Plan for Traffic Records Data FY14

---

New funding provisions established by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

### Objectives of the Committee

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.
- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.
- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

### **Funding**

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of MAP-21 (Section 405C) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

### **Role of the STRCC**

The STRCC have specific review and approval authority with respect to our State's highway safety data and traffic records systems and technologies used to keep such systems current. They also review changes to those systems before changes are implemented. This oversight is vital to the effectiveness of the committee.

The committee will:

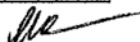
- a) include representatives from highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing, and motor carrier agencies and organizations;
- b) have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain, and use highway safety data and traffic records;
- d) consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) represent the interests of the agencies and organizations within the traffic records system to outside organizations;
- f) review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date; and
- g) improve the State's traffic records data system.
- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

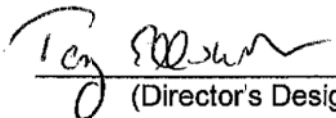
**Agreement to Participate**

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agency's commitment to the Missouri Strategic Plan for Highway Safety Information Systems.

  
(Director)

2-19-13  
(Date)

I hereby designate Terry Elsworth as my representative on the Traffic Records Coordinating Committee (TRCC). 

  
(Director's Designee)

2-25-13  
(Date)

---

## Memo of Understanding

To: Dave Nichols, P.E., and Director  
Missouri Department of Transportation

From: Leanna Depue  
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2013

Subject: Missouri Strategic Plan for Traffic Records Data FY14

---

New funding provisions established by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

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- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.
- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.
- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

### **Funding**

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of MAP-21 (Section 405C) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

### **Role of the STRCC**

The STRCC have specific review and approval authority with respect to our State's highway safety data and traffic records systems and technologies used to keep such systems current. They also review changes to those systems before changes are implemented. This oversight is vital to the effectiveness of the committee.

The committee will:

- a) include representatives from highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing, and motor carrier agencies and organizations;
- b) have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain, and use highway safety data and traffic records;
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- e) represent the interests of the agencies and organizations within the traffic records system to outside organizations;
- f) review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date; and
- g) improve the State's traffic records data system.
- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

**Agreement to Participate**

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agency's commitment to the Missouri Strategic Plan for Highway Safety Information Systems.

  
(David B. Nichols, P.E., Director)

06-12-13  
(Date)

I hereby designate the following as my representatives on the Traffic Records Coordinating Committee (TRCC):

Leanna Depue, Director

Jeremy Hodges, System Management Specialist

Bill Whitfield, Highway Safety Program Administrator

Chris Luebbert, Commercial Motor Vehicle Program Manager (MCSAP)

John Miller, P.E., Traffic Safety Engineer

Myrna Tucker, Transportation Management System Administrator

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## Memo of Understanding

To: Greg Linhares, State Courts Administrator  
Missouri Office of State Courts Administrator

From: Leanna Depue  
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: February 14, 2013

Subject: Missouri Strategic Plan for Traffic Records Data FY14

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New funding provisions established by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

### Objectives of the Committee

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.
- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.
- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

### Funding

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of MAP-21 (Section 405C) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

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The STRCC have specific review and approval authority with respect to our State's highway safety data and traffic records systems and technologies used to keep such systems current. They also review changes to those systems before changes are implemented. This oversight is vital to the effectiveness of the committee.

The committee will:

- i) include representatives from highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing, and motor carrier agencies and organizations;
- j) have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- k) provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain, and use highway safety data and traffic records;
- l) consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- m) represent the interests of the agencies and organizations within the traffic records system to outside organizations;
- n) review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date; and
- o) improve the State's traffic records data system.
- p) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.



**Agreement to Participate**

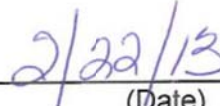
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(Director)

  
(Date)

I hereby designate Tina Jones as my representative on the Traffic Records Coordinating Committee (TRCC).

  
(Director's Designee)

  
(Date)

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### **Memo of Understanding**

To: John R. Mollenkamp, Acting Director  
Missouri Department of Revenue

From: Leanna Depue  
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2013

Subject: Missouri Strategic Plan for Traffic Records Data FY14

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New funding provisions established by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

#### **Objectives of the Committee**

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.
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- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

### **Funding**

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of MAP-21 (Section 405C) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

### **Role of the STRCC**

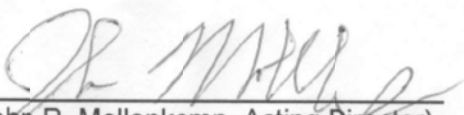
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- g) improve the State's traffic records data system.
- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

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\_\_\_\_\_  
(John R. Mollenkamp, Acting Director)

6/12/13  
\_\_\_\_\_  
(Date)

I hereby designate Brad Brester as my representative on the Traffic Records Coordinating Committee (TRCC).

  
\_\_\_\_\_  
(Director's Designee)

6/17/13  
\_\_\_\_\_  
(Date)

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### **Memo of Understanding**

To: Colonel Ron Replogle  
Missouri State Highway Patrol

From: Leanna Depue  
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: February 14, 2013

Subject: Missouri Strategic Plan for Traffic Records Data FY14

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New funding provisions established by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

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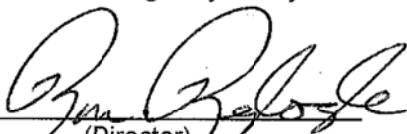
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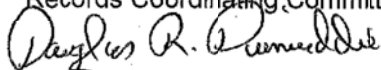
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(Director)

2-20-13  
(Date)

I hereby designate Mr. Russ Dunwiddie  
Captain Brad Jones as my representatives on the Traffic  
Records Coordinating Committee (TRCC).



  
(Director's Designee)

2-15-13  
(Date)

## Authority and Structure of TRCC

The Traffic Records Coordinating Committee was established by the Missouri Commission for Roadway Safety. The coordinating committee has authority given to it by the governor's representative to review any of the State's highway safety data and traffic records systems, to review changes to those systems before changes are implemented, and to develop, maintain, and approve the State's Traffic Records Information System's Strategic Plan. The committee consists of a multidisciplinary membership that includes, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing and motor agencies and organizations. The diversity of this oversight is vital to the effectiveness of the committee. The Traffic Records Coordinating Committee reviews its membership annually to ensure that there is a diverse atmosphere in the committee as well as approve the TRCC coordinator. The committee has the authority to change the State's multi-year Strategic Plan as well as the performance measures used to demonstrate the quantitative progress. The TRCC is comprised of the directors and/or their designees of the following agencies:

Missouri Department of Transportation

Missouri Department of Transportation – Highway Safety Division

Missouri Department of Transportation - MCSAP

Missouri State Highway Patrol

Missouri Department of Revenue

Missouri Department of Health and Social Services

Missouri Office of State Courts Administrator

Federal Motor Carrier Safety Administration

National Highway Traffic Safety Administration

Federal Highway Administration

Mid-America Regional Council (Municipal Planning Office)

St. Louis County Police Department

Cole County

City of Columbia



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## Statement of TRCC Operation and Function Status

The TRCC provides a forum for the discussion of highway safety data and traffic records issues and reports on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records. It considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems, and represents the interests of the agencies and organizations within the traffic records system to outside organizations. The TRCC also reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date in order to improve the State's traffic records data system. The traffic records strategic plan is coordinated with the state strategic highway safety plan to ensure both plans are executed efficiently.

The TRCC meets every third Thursday on a monthly basis. The committee has revised the Missouri Strategic Plan that is based upon the NHTSA Model of Performance Measures to accommodate and reflect measurements to show progress in each of the core systems.

The State of Missouri has adopted and is using the MMUCC data elements. A review of the elements used was recently completed. Missouri has also signed a Memo of Agreement with the National Highway Traffic Safety Administration to adopt and use of NEMSIS data elements.

### MMUCC Changes

The revised Missouri Uniform Accident Report was implemented on January 1, 2012 and all the local law enforcement agencies in the state seem well receptive to the new report. The revised form collects ten (10) additional fully compliant MMUCC data elements.

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## FY 2013 Executive Summary

### Crash System

#### MO-P06 LETS Software Hosting and Support

The LETS software has been rewritten to include the revised Missouri crash report form both in paper format and electronic format. LETS is the only software in Missouri capable of electronic submission to the Statewide Traffic Accident Records System (STARS). A GPS Location Tool has been integrated into lets that will allow an officer to point and click the location of the crash with the location data being automatically entered onto the report. This GPS tool provides a uniform mapping tool for agencies to identify crash sites. REJIS has developed a data portal that will allow other records management systems access to their agency's crash data stored in LETS. This data tool will allow other vendors and state or local agencies to access the department's electronic data. Both the GPS Location Tool and the Portal have been available to agencies since April 2012. As of March 31, 2013 there are 246 local law enforcement agencies using the LETS software which accounts for 29,000 of the crash reports in Missouri. Funds for this project will be expended by September 30, 2013.

#### MO-P22 Traffic Records Data Improvement

Based upon the identified problem of getting data into a format to allow for full electronic transfer, a need exists to work directly with the local law enforcement agencies to make adjustments that will allow this to happen. Specifically, each reporting agency will need to have an assessment completed to determine what actions are needed to allow for direct input into the STARS system. This means that based upon the identified requirements by the Missouri State Highway Patrol's STARS system, assistance will need to be provided to local agencies that currently collect crash data in the different software data bases. Also for those agencies who currently do not have a software system to capture traffic crash data they will need to be provided with potential technical assistance to bring them on line with one of the available systems, including the state's Law Enforcement Traffic System, (LETS). This project will provide for a liaison to work directly with the local law enforcement agencies to allow them to up-grade/up-date their current local systems to transfer directly with the STARS system of the Missouri State Highway Patrol. No vouchers have been submitted for this project as of June 19, 2013 although there has been approved expenditures that have not been completely processed.

### MO-P26 Missouri Uniform Crash Report Revision

Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed by October 5, 2011. Implementation of the revised form and manual occurred on January 1, 2012. As of this date, major interface issues and software bugs have been resolved and contracted personnel are finalizing system code tables and reports. The majority of funds for this project has been encumbered and will be expended by September 30, 2013.

### Statewide Traffic Accident Records (STARS)

During the first year implementation of the revised crash report, funds were needed to address software issues with the old and new crash report systems. Funds will also be used to provide approximately eight training sessions to local law enforcement on the new crash report form that was implemented on January 1, 2012. This training will be completed prior to September 30, 2013.

### Vehicle System

<none to report>

### Driver System

(See Citation / Adjudication System discussion)

### Roadway System

### MO-P33 GPS Location Tool Upgrades / Maintenance

GPS Line Work Base Map (MO-P01) – funding was completed September 30, 2011. This map is the state's reference map for locating crashes and road features. Crashes submitted by the Missouri State Highway Patrol are using the base map as a location tool. A location tool utilizing the map has been incorporated into the LETS software. Current upgrades are being explored for the map; MoDOT intends on utilizing current staff to complete the upgrades although some funding for contract services may be necessary to complete the upgrades and continue to make the map available to local law enforcement. It was determined that if any upgrades were needed our internal staff would make those upgrades unless it required a unique knowledge set and then a contractor would be required. No funds have been expended for this project as of June 19, 2013.

## **Citation / Adjudication System**

### **MO-P35 Upgrade Electronic Traffic Reporting (ETR) Interface**

The Office of State Courts Administrator (OSCA) has been working with the Missouri Office of Prosecutors Services and the Highway Patrol on electronic ticketing. OSCA will begin the initial technical development of the ETR interface; however, these activities will not produce a result subsequent enough to align with performance measures during this grant cycle. Monitoring of the courts utilizing the Justice Information System (JIS) by OSCA personnel has been ongoing. Problem logs concerning the data transmitted to the state level have been scrutinized to correct bad transmissions. The remaining amount of funds is expected to be expended by September 30, 2013.

### **MO-P37 St. Louis County Software Upgrades**

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department and Lees Summit will coordinate a model project, which will include the purchase of electronic ticketing printers, installation and supplies, as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. This project has not expended any funds as of June 19, 2013 although expenditures have been approved but not completely processed.

### **MO-P38 Lee's Summit Police Department Software Upgrades**

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department and Lees Summit will coordinate a model project, which will include the purchase of electronic ticketing printers, installation and supplies, as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. This project has not expended any funds as of June 19, 2013 although expenditures have been approved but not completely processed.

**EMS / Injury Surveillance System****MO-P30 EMS Run Electronic Reporting**

This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase participation through no-cost means to improve electronic reporting. Funding has provided laptop computers/lpads to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs, which has increased the completeness of the MARS files. A total of ninety-one (91) lap top computers and 54 lpads are on order to be distributed to EMS agencies across the state to increase their access to hardware that will allow them to submit in a timely fashion. This project has not expended any funds as of June 19, 2013 although expenditures have been approved but not completely processed.

**MO-P36 CODES**

This project links the Highway Patrol's crash records to hospital, emergency room, and mortality records. We have integrated and linked the data systems across agencies to improve completeness of the linked data. Our objectives are to link the highway patrol to hospital and mortality records. Our primary goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. This currently occurs two (2) years after the data becomes available. We are currently trying to reduce this to one (1) year. Currently our ambulance data is not available in a file that can be linked. This project is currently on track.

**Budget Summary \***

TRIPRS #	Project	Budgeted	Expended
MO-P06	LETS Software	\$66,309.00	\$18,946.25
MO-P22	Traffic Records Data Improvement	\$5,000.00	0.00
MO-P26	Missouri Uniform Crash Report Revision / Statewide Traffic Accident Records System (STARS)	\$ 165,540.00	\$63,635.77
MO-P30	EMS Run Electronic Reporting	\$38,014.02	0.00
MO-P-33	GPS Location Tool Upgrades/Maintenance	\$0.00	0.00
MO-P35	ETR Upgrades/Municipal Court Automation	\$224,900.00	\$34,717.60

## Strategic Plan Improvement

## Traffic Records

2014

MO-P36	CODES	\$45,000.00	\$8,932.62
MO-P37	St. Louis County Police Department Software Upgrades	\$40,000.00	0.00
MO-P38	Lee's Summit Police Department Software Upgrades	\$25,000.00	0.00
<b>Totals</b>		\$609,763.02	\$126,232.24

\*Budget Summary figures as of June 19, 2013

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**FY 2014 Budget Request****Crash System**

A significant initiative for 2013-14 is the anticipated upgrade of LETS to be a fully web/browser enabled application. The current 10 year old service platform continues to be a popular and efficient means of collecting and sharing crash report data for Missouri Law Enforcement. However, the service is becoming difficult to maintain due to this popularity as some support problems require thousands of workstation upgrades, for approximately 240 active Law Enforcement agencies, to affect a change. The resulting local support savings, hosting service delivery efficiencies and likely service improvement benefits for officers, due to the change in technologies employed, should be expected results of this needed upgrade.

MoDOT	LETS Software	\$ 272,937.00
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1. Secure federal funding in order for the MSHP to meet contract obligations with the NHTSA to support the FARS. The funding will cover expenditures associated with labor; indirect costs such as postage, office supplies, etc. and in-state and out-of-state travel.
2. Secure federal funding in order for the MSHP to meet our MOU obligation with the MoDOT and cover the costs to contract with computer consultants to transition STARS batch jobs from COOL: Gen technology.
3. Secure federal funding in order for the MSHP to contract with computer consultants to develop and implement web-based security enhancements to the STARS.
4. Secure funding to transition to a programming framework entitled DOT NET (.NET). MoDOT plans to initiate the safety module of the TMS .NET project in July 2014. This project will allow STARS integration with TMS to stay active.

MSHP (Highway Patrol)	Stars and Fars Support	\$ 150,945.56
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1. Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by  
improving, or at minimum maintaining, our current crash report processing levels.
2. Make certain law enforcement agencies are forwarding motor vehicle crash reports to the statewide repository for  
inclusion into the STARS by performing annual reviews of each agency's accident report count. Also, establish a  
dialogue with agencies that have failed to submit crash reports/data or under reported to the STARS.

3. Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle crash classification/reporting requirements by either providing training seminars within approximately 100 miles (one way) of their jurisdiction, or regional-type training sessions.
4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.
5. Secure contractual technical support in order to maintain the STARS, test and support interfaces between law enforcement record management systems and STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop and implement necessary system enhancements.
6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Traffic Records Division personnel to attend.
7. Make certain a sufficient supply of Missouri Uniform Crash Report forms, Missouri Uniform Crash Report Preparation Manuals and related items are available for dissemination to statewide law enforcement personnel.

MSHP (Highway Patrol)      Statewide Traffic Accident Records System      \$ 132,285.00

Provide training for new users on accident recording software. As well as provide assistance to local municipalities in updating their networks in order to improve for a faster and more thorough compilation and recording of crash data.

MoDOT      Local Data Improvement      \$ 50,000.00

### **Vehicle System**

No Projects



**Driver System**

No Projects

**Roadway System**

The highway patrol's map tool is a web based map designed for law enforcement officers. The map allows an officer to zoom into an area and pinpoint the location of a crash. For law enforcement agencies that use LETS (Law Enforcement Traffic System) software, there is an interface to the HP Map tool. Once a LETS user selects his location on the map, there is a SUBMIT button that transfers the pertinent location information from MoDOT to the LETS software. This feature is now being tested but should be in production very soon.

I am asking for 405C funds that can be used to maintain and possibly enhance this mapping application. The front end is written in FLEX software and depending on its longevity, the application may have to be rehosted in other software. Also, I expect that as more users start using the application, they will ask for enhancements that they find useful. MoDOT is going to use a full time employee (FTE) to complete a majority of the work although it is foreseeable that these funds will be needed for contractor salaries to ensure the program is implemented in a timely manner.

MoDOT	GPS Location Tool Upgrades / Maintenance	\$ 20,000.00
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**Citation / Adjudication System**

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting.

OSCA (State Courts)	Missouri Court JIS Monitoring	\$ 155,489.45
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**EMS / Injury Surveillance System**

EMS Run Data Interface

The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase participation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding, spread over multiple years, to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer. The DHSS will then require 100% reporting by all services of all runs using the electronic systems. This data will be interfaced with the Missouri State Highway Patrol (MSHP) fatal crash records.

DHSS	EMS Run Data Interface	\$ 15,000.00
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This project is designed to link the Highway Patrol's crash records to hospital, emergency room, and mortality records. We are going to Integrate and link the data systems across agencies and improve completeness of the linked data. Our objectives are to link the highway patrol to hospital and mortality records. Our first goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. This currently occurs two (2) years after the data become available. The objective is to reduce this to one (1) year. Currently our ambulance data is not available in a file that can be linked. A required budget of \$45,000 for two staff to edit, link, and analyze data for the most recent year available will be needed.

DHSS	CODES	\$ 45,000.00
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## Other

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department and Lees Summit will coordinate a model project, which will include the purchase of electronic ticketing printers, installation and supplies, as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Lee's Summit & St. Louis County	Software Upgrades	\$ 200,000.00
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**Total FY 2014 Budget Request..... \$ 1,041,657.01**

# Crash System



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## Crash System Measurements

## Timeliness

## Measure

## Relevant Project(s)

C-T-1: The *median* or *mean* number of days from (a) the crash date to (b) the date the

TRIPRS Project # MO-P06 - LETS Software  
TRIPRS Project # MO-P22 – Local Data Improvement

crash report is entered into the database.

C-T-2: The *percentage* of crash reports entered into the database within XX\* days after the crash.

\*e.g., 30, 60, or 90 days

**C-T-1**

**Objective:** Less than 30 days

**Results:**

Baseline	2009	2010	2011	2012	2013
31.14	31.14	30.95	40.18	89.73	-

**Results Description:**

Average Time for Crash Reports to Reach the TMS

2010			2011			2012		
Month	Nmbr of Reports	Avg Time To TMS	Month	Nmbr of Reports	Avg Time To TMS	Month	Nmbr of Reports	Avg Time To TMS
Jan	14,517	30.85	Jan	13,582	36.60	Jan	12,146	83.56

Feb	13,112	30.91	Feb	12,559	36.91	Feb	11,289	85.75
Mar	12,958	30.30	Mar	11,622	34.68	Mar	12,533	83.23
Apr	13,599	26.89	Apr	12,085	32.32	Apr	11,905	84.59
May	13,942	31.55	May	13,583	33.02	May	13,405	96.49
Jun	13,716	28.49	Jun	13,186	35.54	Jun	12,636	104.75
Total	81,844	29.83		76,617	34.85		73,914	89.73

(\* - Local law enforcement began submitting the revised crash reports electronically on January 1<sup>st</sup>.)

The project has experienced an increase in time for crash reports to be received by TMS. The increase in time is apparent starting in January of 2013. The increased time to TMS is caused from the introduction of the updated crash form which increased the fully compliant MMUC data elements from 26 to 36.

**Measurement Method:** The difference between the date of the crash and the date of the data entry for each report is determined. All differences are added and divided by the number of crash reports to obtain the average for each month. The weight of each month based on the number of reports is obtained by dividing each month's report total by the total number of reports. The weighted average for that reporting period is established by computing  $(W1X1) + (W2X2) + (W3X3) + (W4X4) + (W5X5)$ .

## **C-T-2**

### **Objective:**

### **Results:**

Baseline	2006	2007	2008	2009	2010
-	-	-	-	-	-

### **Results Description:**

### **Measurement Method:**

\* We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, accessibility

## *Project Summary Report*

### *Missouri*

#### **Project Summary Report**

**Project Label - Name:** MO-P06 - Law Enforcement Traffic Software (L.E.T.S.)

**Priority:**

**Revision Date:** 15-JUN-2010

**Last Updated:** 08-NOV-2012

**Status:** Active

**Lead Agency:** Highway Safety Division

**Partners:** Regional Justice Information System (REJIS)

Missouri State Highway Patrol

**Website:**

#### **Project Director**

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** REJIS (Regional Justice Information System in St. Louis) developed and provides a web-based traffic data management system for local law enforcement agencies throughout the State of Missouri. This software has been developed with the oversight and approval of an advisory board comprised of local agencies and funded by NHTSA 402 and 408 funds. Training for new users is provided at TWO dedicated sites in a classroom environment. A customer help desk is maintained in order to provide customer support for software issues that may arise on a local basis. This software allows the agencies to enter crash and citation data that is stored on a dedicated server at REJIS.

The LETS software currently utilizes an X-Y coordinate mapping system to plot the locations of each crash and citation occurrence. This system is labor intensive to larger cities and requires update maintenance. REJIS will develop or obtain a GPS based mapping system that will be compatible to MoDOT's GPS line work (see

project MO-P01). This will allow local crash data to be located on MoDOT's GIS maps.

REJIS will continue to assure that all data will be acceptable to the State of Missouri's accident reporting system (STARS) for electronic filing.

**Project Goal(s):**

To develop a GPS mapping system, and allow for the electronic transfer of LETS crash data to Missouri's STARS system.

Continue training for new users in a classroom environment

Continue providing a help desk to LETS users for customer support.

**Benchmark:**

As of October 1, 2006, the LETS software is being used by approximately 50 local law enforcement agencies. REJIS is conducting the development and pilot testing of a crash report collection software for mobile laptops. A collision diagram package is also being tested by four agencies. REJIS has been requested to build a protocol within the LETS software that will tag each collision diagram to its respective crash report for electronic filing and storage.

As of 11/8/12 the LETS software is being used by 107 agencies to report electronically to the MSHP repository.

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Mobile crash report entry software	06-01-2007		Completed
Integration of collision diagram package	08-01-2007		Completed
Electronic transfer of LETS crash data to STARS system	12-31-2008	01-02-2009	Completed
GPS Location Tool for LETS crash data	03-01-2012	04-20-2012	Completed

**Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				<b>X</b>		
Driver License / History						



Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

## Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-15-2008	
<b>Progress</b>	The collision diagram issue has been resolved by REJIS. A protocol was developed that will "tag" the diagram and assign it to the report for electronic transfer. Testing for electronic transfer continues between REJIS and the MSHP. It is anticipated that the data from all LETS participants will be capable of electronic transfer by the end of this year.		
<b>Problems</b>			
<b>Plans</b>	REJIS and the MSHP are conducting testing of the electronic transfer capability of the LETS software. The collision diagram issue has been resolved. The next item to be addressed will be the GPS location. This will allow MoDOT and MSHP to "land" the local crash data on GPS mapping systems for crash data review.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	06-15-2009	02-20-2009	

<b>Progress</b>	Electronic filing of crash data from LETS users is now active. The Missouri traffic crash system (STARS) began accepting the electronic filing on January 2, 2009.
<b>Problems</b>	None encountered
<b>Plans</b>	Continue to increase the number of LETS users resulting in an increased number of crash reports being electronically filed.
<b>Comments</b>	This project is complimented by the Local Crash Data Filing (MO-P22) as local agencies that are contacted and have no RMS system of wish to change are referred to this LETS software. Through the efforts of MO-P22, the results of this project will be enhanced.

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2010	06-15-2011	06-22-2011	R Silvey
<b>Progress</b>	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase. The result has decreased the number of days for non-state patrol crash reports to reach the STARS system. Prior to electronic submission capability, it took 82.08 days for crash reports to be entered into the State's database by local law enforcement. That number has decreased to 49.04 days at the end of FY 10.		
<b>Problems</b>	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The LETS software had to be updated to include the new crash report form. Work on this is in its final stages and LETS will be ready for the implementation date.		
<b>Plans</b>	A GPS location tool will be added to the LETS software in 2012. This will allow officers to point and click the crash location on a GPS map. The software will automatically fill in all location information.  The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.		
<b>Comments</b>	None		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
<b>Progress</b>	The LETS software has been rewritten to include the revised Missouri crash report form both in paper format and electronic format. LETS was the only software in Missouri capable of transitioning to the new report form on January 1, 2012. A GPS Location Tool is being tested for use with the LETS software which will allow an officer to point and click the location of the crash with the location data being automatically entered onto the report. REJIS is also testing a data portal that will allow other records management systems access to their agency's crash data stored in LETS. Both the GPS Location Tool and the Portal will be available by the end of April, 2012. As of March 1, 2012 there are 102 local law enforcement agencies using the LETS software which accounts for 35,000 of the crash reports in Missouri.		
<b>Problems</b>	None reported.		
<b>Plans</b>	Continue soliciting non-LETS agencies to use the software for electronic reporting to the STARS system. Secondly, to host a statewide workshop previewing the software.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2011	06-15-2012	03-11-2013	Jeremy Hodges
<b>Progress</b>	One of Missouri's goals is to increase the electronic submission of crash reports to the		

	<i>state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 31,000 annually. The result has decreased the number of days for non-state patrol crash reports to reach the STARS system.</i>
<b>Problems</b>	<i>Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012.</i>
<b>Plans</b>	<i>A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors.</i>  <i>The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.</i>
<b>Comments</b>	

**Linked Items**

Type	Label	Name
Performance Measure	C-T-01A	The median number of days from the crash date to the date the crash report is entered into the data system

**405C State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**State: Missouri Report Date: 06/13/2013 Submitted by: Jeremy Hodges

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b> <b>OTHER specify:</b>
<b>Performance Area(s) to be Impacted</b>	<input checked="" type="checkbox"/> <b>ACCURACY</b> <input type="checkbox"/> <b>TIMELINESS</b> <input checked="" type="checkbox"/> <b>COMPLETENESS</b> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input checked="" type="checkbox"/> <b>INTEGRATION</b> <b>OTHER specify:</b>
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b>  The number of agencies reporting error free crash reports electronically to the highway patrol's crash repository via LETS.  The purpose of this project is to provide a reliable electronic crash reporting system that provides a high level of accuracy, integration, and accessibility to the crash reporting system for all law enforcement agencies. To provide quarterly training for Missouri Law Enforcement to ensure the system is utilized in a consistent manner. The LETS system will also allow law enforcement agencies to integrate the crash reporting system with the Department of Revenue (DOR) in order to accurately identify the vehicle and driver data in the crash report by using DOR's database.  The focus of this project is to assist local law enforcement agencies in the use of the Law Enforcement Traffic Software (LETS). Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the State Traffic Accident Reporting System (STARS) staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. The edit checks that are incorporated in the LETS program are designed to submit crash reports to STARS in an error free format. This project will also provide support for LETS enhancements and user support.  In order for MoDOT to receive accurate and complete data the LETS application has been extremely valuable. This project involved soliciting law enforcement agency support, an edit check system that streamlines accurate submission of crash reports, integration with DOR to ensure vehicle and driver data are accurate. The chart below indicates the number of agencies using LETS to electronically submit crash reports, the total number of crash reports submitted by LETS yearly, and the number of reports returned due to errors from Missouri Highway Patrol (MSHP).

	<table border="1"> <thead> <tr> <th>Timeline</th><th>Total Agencies signed up to use LETS</th><th>Total reports submitted Electronically to STARS through LETS</th><th>LETS Submission Errors</th></tr> </thead> <tbody> <tr> <td>4/01/11 to 3/31/12</td><td>200</td><td>23403</td><td>191</td></tr> <tr> <td>4/01/12 to 3/31/13</td><td>246</td><td>28152</td><td>226</td></tr> </tbody> </table>	Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors	4/01/11 to 3/31/12	200	23403	191	4/01/12 to 3/31/13	246	28152	226
Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors										
4/01/11 to 3/31/12	200	23403	191										
4/01/12 to 3/31/13	246	28152	226										
<b>Relevant Project(s) in the State's Strategic Plan</b>	<b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b>  Law Enforcement Traffic Software (L.E.T.S.) (TRIPRS MO-P06 ) Strategic Plan Page 40												
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b> For FY14 on March 31, 2012, LETS electronically submitted a total of 23,403 crash reports. As of March 31, 2013 LETS electronically submitted a total of 28,152 crash reports.												
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b> The total of agencies signed up to use the LETS program include all agencies that are active in the current LETS system. The total number of electronic crash reports are a sum off all reports submitted to LETS and then transferred to the Missouri State Highway Patrol's (MSHP) crash report repository. The number of LETS submission errors is provided by the Missouri State Highway Patrol.												
<b>Date and Baseline Value for the Measure</b>	4/01/2011 - 3/31/2012 – 23,403 crash reports												
<b>Date and Current Value for the Measure</b>	4/01/2012 - 3/31/2013 – 28,152 crash reports												
<b>Regional Reviewer's Conclusion</b>	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement <i>has not</i> been documented <input type="checkbox"/> Not sure												
<b>If "has not" or "not sure": What remedial guidance have you given the State?</b>													
<b>Comments</b>													

## *Project Summary Report*

### *Missouri*

#### **Project Summary Report**

**Project Label - Name:** MO-P22 - Local Data Improvement

**Priority:**

**Revision Date:** 15-JUN-2010

**Last Updated:** 11-MAR-2013

**Status:** Active

**Lead Agency:** MoDOT Highway Safety Division

**Partners:** Missouri State Highway Patrol, REJIS

**Website:**

#### **Project Director**

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** Based upon the identified problem of getting data into a format to allow for full electronic transfer, a need exists to work directly with the local law enforcement agencies to make adjustments that will allow this to happen. Specifically, each reporting agency will need to have an assessment completed to determine what actions are needed to allow for direct input into the STARS system. This means that based upon the identified requirements by the Missouri State Highway Patrols STARS system, assistance will need to be provided to local agencies that currently collect crash data in the different software data bases. Also for those agencies who currently do not have a software system to capture traffic crash data they will need to be provided with potential technical assistance to bring them on line with one of the available systems, including the state's Law Enforcement Traffic System, (LETS). This project will provide for a liaison to work directly with the local law enforcement agencies to allow them to up-grade/up-date their current local systems to transfer directly with the STARS system of the Missouri State Highway Patrol. This project will also assist local agencies with

e-submission of citations through the purchase and integration of e-citation software and hardware. It will also assist in the development of electronic alcohol influence reports (AIRs) which will allow for local departments to provide Department of Revenue (DOR) with real time alcohol offense data. This project will also provide assist to agencies in developing a low cost means of electronically applying for search warrants.

## Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Identification of local agencies not participating in electronic crash data transfer provided by LETS software.	12-31-2008	12-31-2008	
Identify protocols needed for local electronic filing for agencies not using LETS system	03-31-2009		
Coordinate protocol development	04-01-2009		

## Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				<b>X</b>		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

## Budget

<i>Budget Source – 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$20,000.00

<i>Budget Source – 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source – 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source – 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source – 2017</i>	<i>Total Budget</i>
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NHTSA Section 408 Funds	\$0.00
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<b>Budget Source – 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-15-2008	
<b>Progress</b>			
<b>Problems</b>			
<b>Plans</b>	This is a new project that has been developed to identify those agencies not utilizing the LETS software which will soon allow electronic transfer of crash data. Funding for this project will allow Missouri to build protocols for various softwares to enable non-LETS users to file crash data electronically.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	06-15-2009	02-18-2009	Randy Silvey
<b>Progress</b>	<p>By December 31, 2008 the contractor had obtained a listing of local agencies not using the LETS software. Contact is being made with agencies to determine what RMS system is being used to collect crash data or, if no RMS system is used, to offer the LETS software to them.</p> <p>In January, 2009 a meeting was conducted with the Kansas City, Missouri Police Department. A new RMS had recently been installed and the agency has the capability to create extraction files as needed. The Missouri State Highway Patrol had previously provided the KCPD with a listing of the edit checks required for electronic transfer. The determination was that KCPD will be able to create an extraction file that will in turn electronically transfer their crash data to the STARS system. The target date for completion of the extraction file and begin transfer of data has been set for the third quarter of 2009. Hardware issues (MDT units for on-scene data collection) will be addressed through Section 408 funding.</p> <p>A similar meeting was held in January with the Platte County Sheriff's Department and the Lee's Summit Police Department. Both agencies use the same RMS system and will be capable of creating a shared extraction protocol. A target date for implementation has not been set but will likely occur by the end of the second quarter.</p> <p>Talks are underway with the ITI software company to utilize the Jackson County Sheriff's Department as a pilot site for creation of an extraction protocol within the ITI RMS software. Section 408 funding will be utilized for this project. If successful, this protocol can then be shared with approximately 90 other local agencies in Missouri that use the same ITI RMS software.</p>		
<b>Problems</b>			



<b>Plans</b>	<p>1) Continue extraction protocol development with the ITI company due to the large impact it will have on electronic transfer of crash data in Missouri.</p> <p>2) Continue monitoring the extraction file development with Kansas City, Platte County, and Lee's Summit.</p> <p>3) Continue to contact agencies not having an RMS system and encourage usage of the LETS software.</p>
<b>Comments</b>	<p>This project is one of three projects that are designed to implement the electronic transfer of crash data to the STARS system. The other two are the LETS software project and the Missouri State Patrol Auto-Entry project.</p> <p>With the implementation of the Kansas City PD extraction protocol, Missouri will see an increase of at least 10% of crash data being electronically filed overall.</p>

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2010	06-15-2011	06-23-2011	
<b>Progress</b>	The contractor has moved approximately 55 law enforcement agencies to the LETS software. Of these agencies about 30 are electronically transferring the crash data to the State's database. He is also working with the law enforcement agencies to determine if their RMS system provider will be revising their crash report form to comply with the new state form to be implemented on January 1, 2012.		
<b>Problems</b>	None		
<b>Plans</b>	Continued contact with the LE agencies concerning their RMS systems being compliant with the new crash report form. He will also continue to guide agencies towards the LETS software or will assist in developing other means of electronically transferring crash data to the State's database.		
<b>Comments</b>	It should be noted that the activities of this project have directly affected the number of days it takes for crash data to be entered into the State's database. Electronic transfer of crash data to the State's database is a high priority of the Highway Safety Office. This project is an important part of that priority.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	02-06-2012	Randy Silvey
<b>Progress</b>	During this project year there was direct contact with 350 local law enforcement agencies. There were 27 agencies that moved to the LETS software. There were 116 other agencies that requested the training that would enable them to use the LETS software.		
<b>Problems</b>			
<b>Plans</b>	This project has been completed. The contractor has taken a role as a local liason with the REJIS company for the LETS software project (MO-P06)		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
<b>Progress</b>	No activity to report. No local assistance has been requested as of this date.		
<b>Problems</b>	None		
<b>Plans</b>	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
<b>Comments</b>			

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
10-01-2011	09-30-2012	03-11-2013	Jeremy Hodges
<b><i>Progress</i></b>	During this project year there was direct contact with 350 local law enforcement agencies. There has been a total of 115 agencies that moved to the LETS software. There were 112 other agencies that requested the training that would enable them to use the LETS software.		
<b><i>Problems</i></b>	None		
<b><i>Plans</i></b>	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
<b><i>Comments</i></b>			

***Linked Items***

<b><i>Type</i></b>	<b><i>Label</i></b>	<b><i>Name</i></b>
Performance Measure	MO-PM39	Increase Automation of Local Crash Reporting
Performance Measure	MO 24	Local Crash Data Electronic Filing
Performance Measure	C-T-01A	The median number of days from the crash date to the date the crash report is entered into the data system

June 18, 2013

Version: 3.0

Page 1 of 1

## *Project Summary Report*

### *Missouri*

#### **Project Summary Report**

**Project Label - Name:** MO-P26 - Statewide Traffic Accident Records System / Missouri Uniform Accident Report Revision

**Priority:** High

**Revision Date:** 28-APR-2011

**Last Updated:** 15-FEB-2013

**Status:** Active

**Lead Agency:** Missouri State Highway Patrol

**Partners:** Town and County PD, Springfield PD, St. Louis PD, Kansas City PD, Bridgeton PD, Poplar Bluff PD, St. Joseph PD, Columbia PD, St. Charles County SD, Cass County SD, Platte County SD, St. Louis County Highway Department, AAA, Regional Justice Information Service, Missouri Safety Council, Missouri Department of Revenue, Missouri Department of Health and Senior Services, Missouri Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, Missouri Safety Center

**Website:**

#### **Project Director**

**Name:** Mr. Russ Dunwiddie

**Agency:** Missouri State Highway Patrol, Assistant Director

**Address:** 1510 East Elm Street

Jefferson City, MO 65102

**Phone:** (573) 751-3012

Email: russ.dunwiddie@mshp.dps.mo.gov

**Project Description:** The Missouri Uniform Accident Report (MUAR) serves as the sole source document for uniformly reporting motor vehicle crash information in the state of Missouri. The Statewide Traffic Accident Records System (STARS) serves as the sole repository for motor vehicle crash data. The last revision to the STARS / MUAR was completed and implemented on January 1, 2002. Since this date, the third edition (2008) of the Model Minimum Uniform Crash Criteria (MMUCC) has been introduced to the national traffic safety community. Upon initial review of 2008 MMUCC, it is apparent a revision to the STARS and MUAR would be very beneficial in an effort enhance crash data that as a result can improve highway safety within the

State and nation.

This project will entail a committee review and discussion of the 2008 MMUCC data elements for inclusion on the MUAR and in the STARS; development and testing of a prototype MUAR and MUAR Preparation Manual based on suggested committee changes;

update to the STARS technical and system specification document; programming and testing of the STARS as well as testing of local law enforcement crash report software / interfaces that submit crash data to the STARS; printing and dissemination of the revised MUAR, MUAR Preparation Manual, and MUAR field notebook; and training of statewide law enforcement personnel on the newly revised MUAR. Implementation of the newly revised MUAR and STARS is scheduled for January 1, 2012.

Additional funding is needed to complete the development and reprogramming of the STARS. The initial estimate was calculated in-house and was based on mere speculation. A detailed estimate has been obtained from professional consultants.

The final phase of the Statewide Traffic Accident Records System (STARS) rewrite, in conjunction with the revised Missouri Uniform Crash Report that will be implemented on January 1, 2012, includes development of code tables and system reports used by management into the new web-based STARS. The code table phase will allow entry, modification, limited removal, and viewing for validation purposes. There is also user level security that will be set up for each. The code tables include:

Arresting Agency Correlation

City Correlation

County Correlation

State

Vehicle Color

Vehicle Make

About 85 additional fields "tables" that contain specific set of supporting codes

The system report phase includes revising the "operator efficiency report" and "agency count report" that are used by managers of the STARS to track operator entry and agency crash report submission totals.

This relates to TRIPRS Project MO-P26 and performance measures MO-PM37 and MO-PM38..

BUDGET:  
\$25,000

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Completion of the committee review of the 2008 MMUCC and recommended revisions to the MUAR.	08-31-2009	07-22-2009	Completed
Develop a prototype of the revised MUAR based on the committee MMUCC review and recommendations.	10-30-2009	11-18-2009	Completed
Complete revisions to the MUAR Preparation Manual based on MMUCC review and committee recommendations.	03-31-2010	04-29-2010	Completed
Committee review and discussion of the prototype MUAR and MUAR Preparation Manual.	05-31-2010	05-19-2010	Completed
Law Enforcement Testing of the prototype MUAR and MUAR Preparation Manual.	06-30-2010	07-30-2010	Completed
Develop the STARS technical and system specifications document .	07-30-2010	12-20-2010	Completed
Disseminate the STARS technical and system specifications document. Vendors and computer consultants to begin system development / programming of the STARS as well as local law enforcement crash reporting software.	02-28-2011	03-01-2011	Completed
Begin printing of the MUAR, MUAR Preparation Manual, and MUAR Field Investigation Notebook	02-28-2011	04-01-2011	Completed
First statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual	06-30-2011	07-13-2011	Completed
System testing of the revised STARS and local law enforcement crash report software / interfaces and if necessary update and redistribute the STARS technical and system specifications document based on system testing outcome.	07-29-2011	09-06-2011	Completed
Final testing of the revised STARS and local law enforcement agency software / interfaces.	10-31-2011	11-29-2011	Completed
Second statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual.	12-30-2011	12-21-2011	Completed
Implementation of the revised MUAR, MUAR Preparation Manual, and STARS	01-01-2012	01-01-2012	Completed
Overtime to address a backlog of crash reports created by implementation of a new crash report form.	07-31-2012	07-28-2012	Completed
Ongoing support to existing interfaces that support electronic submission of crash data to STARS.	09-30-2012		Completed
Complete "bug fixes" and enhancements to the web-enabled STARS.	09-30-2012		On Schedule

**Core System and Performance Area**

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X			X	
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$115,540.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
<b>Progress</b>	Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed by December 21, 2011. Implementation of the revised form and manual occurred on January 1, 2012. As of this date, major interface issues and software bugs have been resolved.		
<b>Problems</b>	None reported.		
<b>Plans</b>	Continue debugging as required, Continue training of local law enforcement.		
<b>Comments</b>			

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
04-19-2012	03-01-2013	03-11-2013	Jeremy Hodges
<b>Progress</b>	Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed. Implementation of the revised form and manual occurred on January 1, 2012 and was well received by law enforcement. As of this date, major interface issues and software bugs have been resolved.		
<b>Problems</b>	None reported		
<b>Plans</b>	Continue debugging as required, Continue training of local law enforcement.		
<b>Comments</b>			

**Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Performance Measure	C-U-01	Number of MMUCC-compliant data elements

June 18, 2013

Version: 3.0

Page 1 of 1

## Project Summary Report

### Missouri

#### Project Summary Report

**Project Label - Name:** MO-P33 - GPS Location Tool

**Priority:** Medium

**Revision Date:** 30-SEP-2011

**Last Updated:** 11-MAR-2013

**Status:** Active

**Lead Agency:** Missouri Department of Transportation

**Partners:** Missouri State Highway Patrol

REJIS

**Website:**

#### **Project Director**

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** This project will combine efforts of MODOT, local law enforcement agencies and the MSHP into a single standardized location data collection tool. The goal of the project will be to ensure that every crash report has accurate location information based on a constrained list of correct locations and intersections.

This project is currently being revised by internal staff. If there is any hardware or contractual services used outside of our department the project manager will let us know.

#### **Milestones**

Milestone Description	Target Date	Actual Date	Status
Increase agencies using mapping tool from 25 to 40.	07-15-2014		On Schedule



**Core System and Performance Area**

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X					
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budget**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

**Activity Report**

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	09-30-2012	03-11-2013	Jeremy Hodges
<b>Progress</b>	We have developed and are implementing the crash mapping tool. It is imperative that crash locations be identified in a uniform fashion. Currently 25 agencies are using the mapping tool out of 115 law enforcement agencies reporting electronically.		
<b>Problems</b>	The outreach to persuade agencies to use the mapping tool is lacking.		
<b>Plans</b>	Continue to solicit agencies to use the crash mapping tool.		
<b>Comments</b>			

***Linked Items***

<i>Type</i>	<i>Label</i>	<i>Name</i>

*June 18, 2013*

*Version: 3.0*

*Page 1 of 1*

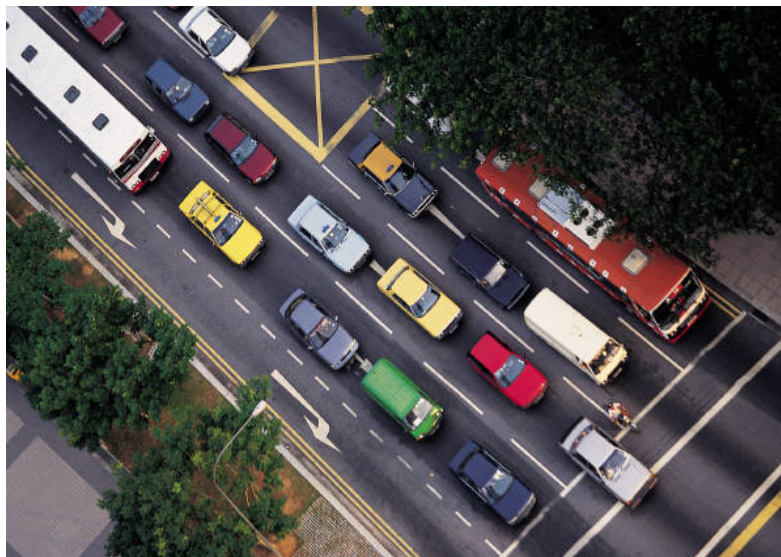
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## Crash System

### 2011 Traffic Records Assessment Recommendations

- I. Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.
- II. Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.
- III. Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.
- IV. Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.
- V. Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.
- VI. Continue efforts with the TRS community to integrate the crash file with other TRS components.
- VII. Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.
- VIII. Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.

# Vehicle System



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< No Projects Related to Vehicle System >

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**Vehicle System**

**2011 Traffic Records Assessment Recommendations**

- I. Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data transfer to other traffic records systems.
- II. Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.
- III. Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.

# Driver System





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< No Projects Related to Driver System >

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**Driver System**

**2011 Traffic Records Assessment Recommendations**

- I. Consider issuing a distinctive driver license to drivers required to operate Ignition Interlock equipped vehicles.
- II. Encourage broader participation by courts to report disposition information electronically.
- III. Consider reporting crash information on the driver histories of all drivers involved in a crash.
- IV. Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.
- V. Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.

# Roadway System



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< No Projects Related to Roadway System >

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**Roadway System**

**2011 Traffic Records Assessment Recommendation**

- I. Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst. This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.
- II. Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).
- III. Accelerate current efforts to include more roadway features data for local roads in the TMS.

# Citation / Adjudication System





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**Citation / Adjudication System Measurements****Timeliness****Measure****Project**

C/A-T-1: The *median* or *mean* number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.

C/A-T-2: The *median* or *mean* number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.

TRIPRS Project # MO-P35 Upgrade Electronic Traffic Reporting (ETR)

**C/A-T-1****Objective:****Results:**

Baseline	2006	2007	2008	2009	2010
-	-	-	-	-	-

**Results Description:****Measurement Method:****C/A-T-2****Objective:****Results:**

Baseline	2008	2009	2010	2011	2012
-	-	-	-	73%	74%

**Results Description:**

**Measurement Method:**

\*We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

## *Project Summary Report*

### *Missouri*

#### **Project Summary Report**

***Project Label - Name:* MO-P35 - Upgrade Electronic Traffic Reporting (ETR) Interface**

***Priority:*** Medium

***Revision Date:*** 23-JUN-2011

***Last Updated:*** 14-MAR-2013

***Status:*** Planned

***Lead Agency:*** Office of State Courts Administrator

***Partners:*** Missouri courts, Department of Revenue, Missouri State Highway Patrol and Missouri Office of Prosecutorial Services

***Website:***

***Project Director***

***Name:*** Mr. Doug Buschjost

***Agency:*** OSCA, Project Manager

***Address:*** 2112 Industrial Drive  
Jefferson City, MO 65109

***Phone:*** (573) 751-4377

***Email:*** [doug.buschjost@courts.mo.gov](mailto:doug.buschjost@courts.mo.gov)

***Project Description:*** The purpose of the Electronic Traffic Reporting (ETR) is to submit all traffic dispositions to DOR and MSHP, including:

- Records of Conviction "ROC,"
- Traffic charges with dispositions on tickets written by MSHP,
- Felony and misdemeanor traffic charges with sentences (e.g., Driving While Intoxicated, Vehicular Manslaughter, etc.),
- Municipal ordinances tried in circuit or associate court or associate judge as a municipal judge,
- Bond forfeiture where the bond forfeiture is not considered the final disposition,
- Misdemeanors and ordinances where the defendant was operating a vehicle in the commission of the violation,
- Not-guilty and Suspended Imposition of Sentence (SIS) traffic dispositions involving alcohol and substance abuse,

- Amended ROCs where selected information was updated or corrected by the court.

Courts currently reported through and automated extract process which is submitted once a day. However, it became apparent to OSCA that the software required to operate the current statewide case management system (JIS) would no longer be supported by the vendor and would not operate on the next generation of hardware. Therefore, parts will no longer be available for the existing servers and thousands of workstations. To position Missouri courts with new web-based technologies that will be sustainable for years to come, in 2008, the Supreme Court's Automation Committee agreed that an upgrade was not only necessary, but critical to the future of the judiciary. The Automation Committee signed an agreement committing the judiciary to proceed with the upgrade.

In order to continue the essential ETR interface between the courts, DOR and MSHP, upon which many state and federal agencies have come to rely and benefit, it must be redesigned, implemented and deployed statewide using the new/upgraded Justice Information System. These modifications will allow for more efficient and sustainable interfaces with other systems and utilize NIEM and XML technologies. The upgrade will require the hiring contracted staff to develop technical specifications, programming and testing of the new process.

OSCA will begin the initial technical development of the ETR interface; however, these activities will not produce a result subsequent enough to align with performance measures during this grant cycle.

Contract hours will be used toward the end of the grant cycle to begin the technical analysis and development of the ETR interface between OSCA, MSHP and DOR.

### ***Milestones***

<b><i>Milestone Description</i></b>	<b><i>Target Date</i></b>	<b><i>Actual Date</i></b>	<b><i>Status</i></b>
Deploy the electronic traffic reporting enhancements by September 30, 2013	09-30-2013		Behind Schedule
At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate	09-30-2013		On Schedule
Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements.	12-31-2013		Behind Schedule

### ***Core System and Performance Area***

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

### Budget

Budget Source – 2013	Total Budget
NHTSA Section 408 Funds	\$224,900.00

Budget Source – 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source – 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source – 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source – 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source – 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source – 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

### Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2012	12-31-2012	02-27-2013	Melissa Kampeter
Progress	1) Deploy the electronic traffic reporting enhancements by September 30, 2013		
	<p>Progress: Due to the vendor delay of the upgrade to the case management system, the enhancements to traffic reporting has also been delayed. However, in order to sustain the existing case management system until the upgrade is complete, it is necessary to make changes to the current system. A meeting will be held March 2013 to review the list of enhancements (changes to the existing system).</p> <p>2) Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements. Court system/revenue system/MSHP make</p>		

	<p>sure they can work efficiently between all agencies.</p> <p>Progress: Due to the delay in the case management system upgrade, the testing between the criminal justice agencies has been delayed.</p> <p>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate</p> <p>Progress: In December 2012, 362 of the 476 courts (115 state courts and 361 municipal courts) reported 90% or higher success rate which equates to 76% - six percent higher than the our goal of 70%.</p>
<b>Problems</b>	<p>1) Deploy the electronic traffic reporting enhancements by September 30, 2013 Problems: Because the vendor has to rewrite the back-end of the system upgrade, it will not be operational until 2020.</p> <p>2) Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements. Court system/revenue system/MSHP make sure they can work efficiently between all agencies. Problems: Coordination of testing with the other criminal justice agencies once the changes have been made.</p> <p>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate Problems: The majority of the courts reporting record of convictions are municipal divisions, which rely on the postal service to submit their information to the Department of Revenue. By using the postal service, there are delays in submitting the record of convictions within 7 days, as required by statute.</p>
<b>Plans</b>	<p>1) Deploy the electronic traffic reporting enhancements by September 30, 2013 Plans: Work with other criminal justice agencies (Missouri State Highway Patrol and Missouri Department of Revenue) to ensure that the changes (enhancements) made to the existing system will transmit record of conviction data correctly and accurately.</p> <p>2) Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements. Court system/revenue system/MSHP make sure they can work efficiently between all agencies. Plans: Due to the delay in the upgrade to the case management system, the existing system will be enhanced to ensure the record of conviction to the Missouri Department of Revenue and Missouri State Highway Patrol is transmitted properly which will require both agencies to test the changes.</p> <p>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate Plans: Continue to work with all courts to ensure that records of convictions are reported timely. Staff will assist courts with working on problems located on their issues log and provide training for courts when their conviction reporting is below 90%.</p>
<b>Comments</b>	

## Linked Items

Type	Label	Name





**405 State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**

State: Missouri Report Date: 06/13/2013 Submitted by: Jeremy Hodges

<b>System to be Impacted</b>	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY <b>OTHER specify:</b>									
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION <b>OTHER specify:</b>									
<b>Performance Measure used to track Improvement(s)</b>	<p><b>Narrative Description of the Measure</b></p> <p>OSCA will monitor the timeliness and accuracy of disposition reporting in an attempt to ensure that 75% of all courts (state and municipal) report traffic dispositions/records of conviction at a 90%-100% success rate within 7 days. OSCA will track the average number of days for all courts and compare the current reporting cycle to the same reporting cycle of the previous year. There is a different number of courts reporting each month, so an average of courts reporting monthly is used as the total reports.</p> <table border="0"> <thead> <tr> <th>Timeline</th><th>Total Reports</th><th>Percentage Reporting Within 7 Days</th></tr> </thead> <tbody> <tr> <td>04/01/11 - 03/31/12</td><td>monthly average that reported = 488 (5,856 per year divided by 12)</td><td>73%</td></tr> <tr> <td>04/01/12 - 03/31/13</td><td>monthly average that reported = 490 (5,880 per year divided by 12)</td><td>74%</td></tr> </tbody> </table>	Timeline	Total Reports	Percentage Reporting Within 7 Days	04/01/11 - 03/31/12	monthly average that reported = 488 (5,856 per year divided by 12)	73%	04/01/12 - 03/31/13	monthly average that reported = 490 (5,880 per year divided by 12)	74%
Timeline	Total Reports	Percentage Reporting Within 7 Days								
04/01/11 - 03/31/12	monthly average that reported = 488 (5,856 per year divided by 12)	73%								
04/01/12 - 03/31/13	monthly average that reported = 490 (5,880 per year divided by 12)	74%								
<b>Relevant Project(s) in the State's Strategic Plan</b>	<p><b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b></p> <p align="center">JIS (TRIPRS MO-P30) Strategic Plan Page 42</p>									
<b>Improvement(s) Achieved or Anticipated</b>	<p><b>Narrative of the Improvement(s)</b></p> <p>For FY14 on March, 31, 2012, OSCA had an average of 360 courts reporting 90-100% of cases within 7 days. As of March 31, 2013 OSCA had an average of 363 courts reporting 90-100% of cases within 7 days.</p>									

<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b> The number of courts reporting within 7 days. This number is derived by summing the number of total reports compared to the reports submitted within 7 days.
<b>Date and Baseline Value for the Measure</b>	4/1/2011 - 3/31/2012 – 73% of an average of 488 courts reports within 7 days
<b>Date and Current Value for the Measure</b>	4/1/2012 - 3/31/2013 – 74% of an average 490 courts reports within 7 days
<b>Regional Reviewer's Conclusion</b>	<b>Check one</b> <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
<b>If “has not” or “not sure”: What remedial guidance have you given the State?</b>	
<b>Comments</b>	

## Project Summary Report

### Missouri

#### Project Summary Report

**Project Label - Name:** MO-P37 - St. Louis County Electronic Ticketing

**Priority:** Low

**Revision Date:** 01-OCT-2012

**Last Updated:** 26-FEB-2013

**Status:** Start Up

**Lead Agency:** St. Louis County Police Department

**Partners:** OSCA and DOR

**Website:**

#### **Project Director**

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** A partnership would be developed between stakeholders (MODOT, St. Louis County PD, REJIS, OSCA, St. Louis County Prosecuting Attorney's office, and any other identified parties). Hardware, software and other supplies necessary for an electronic ticketing model project would be purchased. REJIS will develop an interface between any applicable systems that the state court, prosecuting attorney, and Fine Collection Center currently operate. The interface would be fully tested and evaluated by the St. Louis County Police Department and REJIS. Once the stakeholders are satisfied that the interface works and performs as required, it would be rolled out statewide to all REJIS users, free of charge.

#### **Milestones**

Milestone Description	Target Date	Actual Date	Status
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Implement electronic ticketing for traffic officers in order to: 1. Reduce error rate on tickets 2. Reduce clerical entry time 3. Reduce time delay between issuance and receipt in state court system	09-30-2015	On Schedule
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## Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

## Budget

<b>Budget Source – 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$40,000.00

<b>Budget Source – 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
---------------------	-------------------	--------------------	--------------------

07-01-2012	03-01-2013	03-11-2013	Jeremy Hodges
<b>Progress</b>	We are working with vendors to acquire the hardware for law enforcement agencies to submit citation data electronically to the municipal court.		
<b>Problems</b>	We have encountered slow response from vendors.		
<b>Plans</b>	Continue to pursue electronic submission of citation data from the law enforcement officer to the Office of State Court Administrators.		
<b>Comments</b>			

**Linked Items**

Type	Label	Name

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## Project Summary Report

### Missouri

#### Project Summary Report

**Project Label - Name:** MO-P38 - Lee's Summit Electronic Ticketing

**Priority:** Low

**Revision Date:** 01-OCT-2012

**Last Updated:** 11-MAR-2013

**Status:** Start Up

**Lead Agency:** Lee's Summit Police Department

**Partners:** OSCA, DOR, Municipal Court

**Website:**

#### Project Director

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** Introduce electronic ticketing into our agency and municipal court. Once the electronic ticketing is integrated with the municipal court we will begin to review options to submit to OSCA and DOR electronically.

#### Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	04-01-2014		On Schedule

#### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						

Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

## Budget

<b>Budget Source – 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source – 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

## Activity Report

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
10-01-2012	03-01-2013	03-11-2013	Jeremy Hodges
<b>Progress</b>	The agency is still taking bids on equipment and evaluating vendors prior to implementation		
<b>Problems</b>	None reported		
<b>Plans</b>	Continue to pursue e-citation data is collected from teh officer to the state court.		
<b>Comments</b>			

***Linked Items***

<i>Type</i>	<i>Label</i>	<i>Name</i>

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**Citation / Adjudication System**

**2011 Traffic Records Assessment Recommendations**

- I. Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.
- II. Continue development of canned statistical reports in JIS.
- III. Promote the expanded use of the LETS and FATPOT citation modules.
- IV. Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.
- V. Automate the results of the seven (7) day reporting requirement within the Courts so that all compliance information is disseminated electronically.

# EMS / Injury Surveillance System



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**EMS / Injury Surveillance System Measurements****Timeliness****Measure**

I-T-1: The *median* or *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database.

I-T-2: The *percentage* of EMS patient care reports entered into the State EMS discharge file within XX\* days after the EMS run.

\*e.g., 5, 30, or 90 days

**Project**

TRIPRS Project #MO-P30 – EMS Run Reporting

As of this date of January 1, 2013 the ambulance agencies of the state of MO report quarterly and are required to report all ambulance run data.

The Department of Health and Senior Services, Bureau of EMS requires that all ambulance calls must be complete in a 24 hour period of the time of the actual ambulance call. This is a policy found throughout the Ambulance Services in the state of MO.

**I-T-1**

**Objective:** To collect **ALL** Missouri ground/air Ambulance reports. This will improve patient care throughout the state of MO. This will assist in following the patient through the MO Trauma System and all other calls. The time critical diagnosis system is currently being implemented throughout the state of Missouri. With the Time Critical Diagnosis, air/ground ambulance services are required to take the severely sick and injured to the most appropriate hospital for treatment of their injuries.

**Results:**

Baseline	2006	2007	2008	2009	2010
0	0	0	-	-	-
2011	2012				
-	-				

**Results Description:** The Bureau of EMS was not a participant in 06-10.

**Measurement Method:** The Bureau of EMS received NHTSA 408 money in the fall of 2011 at that time we purchased 94 computers to be distributed to 46 ambulance services that were only reporting by paper. Currently the agency is contracting to purchase an additional 54 Ipads to increase the electronic submission of EMS data. From 4/1/2012 to 3/31/2013 the BEMS received over 490,854 reports of which over 80% were electronic.

**I-T-2****Objective:****Results:**

Baseline	2006	2007	2008	2009	2010
-	-	-	-	-	-
2011	2012				
-	-				

**Results Description:****Measurement Method:**

\*We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

## *Project Summary Report*

### *Missouri*

#### **Project Summary Report**

**Project Label - Name:** MO-P30 - EMS Run Electronic Reporting

**Priority:**

**Revision Date:** 01-JUN-2010

**Last Updated:** 11-MAR-2013

**Status:** Active

**Lead Agency:** Department of Health and Senior Services

**Partners:** Stakeholders include public agencies such as local public health agencies, fire protection districts, ambulance districts, public hospitals, state and local law enforcement agencies. Private sector agencies include private ambulance services, health care providers, hospitals and trauma centers.

**Website:**

#### **Project Director**

**Name:** Mr. Terry Ellsworth

**Agency:** ,

**Address:**

, MO

**Phone:**

Email: [Terry.ellsworth@dhss.mo.gov](mailto:Terry.ellsworth@dhss.mo.gov)

**Project Description:** The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding, spread over multiple years to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer or note book, and then to require 100% reporting by all services of all runs using the electronic systems.

The Missouri Ambulance Reporting System Initiative would enable Missouri Emergency Medical Service providers to contribute one hundred percent of EMS call data into the Statewide Missouri Ambulance Reporting System (hereafter MARS) and the National EMS Information System, (hereafter NEMSIS).

Once the Bureau of EMS receives data from the ambulance services we have provided with a laptop computer, the Bureau of EMS in coordination with the current vendor of our report system, a NEMSIS Injury Surveillance Matrix will be sent to Missouri Highway patrol for evaluation and analysis of data that the Bureau of EMS has collected. The Injury Surveillance Matrix will then be a cooperation of Department of Health and Senior Services, Missouri Highway Patrol and Missouri Department of Transportation, Highway Safety Division of Injury data.

Currently the Missouri Department of Health and Senior Services receives data from approximately ten percent of the calls that occur throughout the state. The major obstacle in mandating one hundred percent data contribution from both rural and urban providers is a lack of funding to purchase hardware. Real time contribution of all EMS call data would facilitate statistical analysis of incidents including illness trends, increases in service requests, and emergency department diversions, which may be indicative of a regional or statewide bioterrorism event.

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
25% of all EMS Run data electronically filed into the MARS system. Since the Bureau of EMS and Missouri Highway for Safety started discussing this project of collecting data from ambulance services, the state of MO has increased the data collection and reporting of NEMSIS by 40%	06-30-2011		Behind Schedule
50% of all EMS Run data electronically filed into the MARS system.	06-30-2012		Ahead of Schedule
75% of all EMS Run data electronically filed into the MARS system.	06-30-2013		Unknown
100% of all EMS Run data electronically filed into the MARS system.	06-30-2014		Unknown

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X		X	X	
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budget**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

**Activity Report**

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
04-04-2011		04-04-2011	Shirley Gastler
<b>Progress</b>	A contract from the State Highway Safety is being reviewed by the DHSS. Once this contract has been accepted it will be fully executed by the Highway Safety Office and the funds will be awarded for this project.		
<b>Problems</b>	We ran into a couple of snags. We have had to re-bid the computers for the 2012 distribution due to the time of the first bid and permission to order from the DHSS. We are in the process of re-bidding the hardware.		
<b>Plans</b>	To purchase laptop computers for ambulances.		
<b>Comments</b>			

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
10-01-2011	04-20-2012	04-20-2012	Shirley Gastler
<b>Progress</b>	This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which has increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state.		
<b>Problems</b>	None		
<b>Plans</b>	Utilize run data with interface Missouri State Highway Patrol crash data.		
<b>Comments</b>			



<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-21-2012	03-01-2013	03-11-2013	Jeremy Hodges
<b>Progress</b>	This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which has increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state which has increased the electronic submission of EMS reports to over 80%. An additional 54 lpads have been approve to purchase and distribute to the remaining agencies in need of the hardware to submit EMS reprotos electronically.		
<b>Problems</b>	None reported		
<b>Plans</b>	Utilize run data with interface Missouri State Highway Patrol crash data. Distribute the additional lpads to agencies based on a needs assessment.		
<b>Comments</b>			

**Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Performance Measure	MO PM32	EMS Run Electronic Reporting

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**405C State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**State: Missouri Report Date: 06/13/2013 Submitted by: Jeremy Hodges

<b>System to be Impacted</b>	<u>    </u> CRASH <u>    </u> DRIVER <u>    </u> VEHICLE <u>    </u> ROADWAY <u>    </u> CITATION/ADJUDICATION <u>  X  </u> EMS/INJURY <b>OTHER specify:</b>
<b>Performance Area(s) to be Impacted</b>	<u>  X  </u> ACCURACY <u>    </u> TIMELINESS <u>    </u> COMPLETENESS <u>    </u> ACCESSIBILITY <u>    </u> UNIFORMITY <u>    </u> INTEGRATION <b>OTHER specify:</b>
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b>  The completeness and accuracy of EMS run data reports submitted to Department of Health and Senior Services (DHSS).  This project has allowed the Department of Health and Senior Services to work with the 224 rural and urban ambulance services to increase cooperation through a no-cost means to the ambulance services in order to improve electronic reporting. The funding from the previous 408 grant has provided laptop computers to EMS providers thereby increasing their ability to report of all runs instead of just life threatening.  The laptops have provided ambulance districts with more access to the Missouri Ambulance Reporting System (MARS). The extra access to the online reporting system has increased the accuracy and completeness of ambulance run data files through edit checks as well as cut out the need for many ambulance districts to submit their run data reports via mailed hard copy.  The focus of this project was to review each of Missouri's ambulance districts and determine their need for support hardware to report ambulance run data. The districts were analyzed based on their ability to report and history of reporting ambulance run data to the MARS online reporting system. Once that data was analyzed ambulance services in the most need for hardware support and training were provided those services. By tasking the agencies that were provided hardware to submit electronic reports it will better assist DHSS in many ways. The real time contribution of all EMS call data will facilitate statistical analysis of incidents including illness trends, increases in service requests, emergency department diversions, which may be indicative of a regional or statewide MCI event, continue to stay NEMSIS compliant, and would allow Missouri Highway Patrol access to injury crash data in fatal crashes in a timely manner.  DHSS's completeness of ambulance run reports progress.

	<table><tr><th>Timeline</th><th>Total Ambulance Run Reports</th><th>Validity 80-100%</th><th>60 – 79%</th><th>40 – 59%</th><th>0 – 39%</th></tr><tr><td>04/01/11 - 03/31/12</td><td>556,731</td><td>547,682</td><td>136</td><td>0</td><td>8,913</td></tr><tr><td>04/01/12 - 03/31/13</td><td>490,854</td><td>487,991</td><td>95</td><td>0</td><td>2,768</td></tr></table>	Timeline	Total Ambulance Run Reports	Validity 80-100%	60 – 79%	40 – 59%	0 – 39%	04/01/11 - 03/31/12	556,731	547,682	136	0	8,913	04/01/12 - 03/31/13	490,854	487,991	95	0	2,768
Timeline	Total Ambulance Run Reports	Validity 80-100%	60 – 79%	40 – 59%	0 – 39%														
04/01/11 - 03/31/12	556,731	547,682	136	0	8,913														
04/01/12 - 03/31/13	490,854	487,991	95	0	2,768														
Relevant Project(s) in the State’s Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  EMS Run Electronic Reporting (TRIPRS MO-P30) Strategic Plan Page 42																		
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) For FY14 on March, 31, 2012, DHSS had 176 ambulance districts reporting 100% electronic to MARS with 0-39% validity of 8,913 reports. As of March 31, 2013 DHSS has 163agencies reporting 100% to MARS with 0-39% validity of 2,768 reports.																		
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The number of ambulance run reports total. This number is derived by summing the number of ambulance reports submitted for every district in the state. The validity rate is determined by completeness of the run reports submitted.																		
Date and Baseline Value for the Measure	4/1/2011 - 3/31/2012 – 0 – 39% validity of 8,913 reports																		
Date and Current Value for the Measure	4/1/2012 - 3/31/2013 – 0 – 39% validity of 2,768 reports																		
Regional Reviewer’s Conclusion	Check one ___Measurable performance improvement <i>has</i> been documented ___Measurable performance improvement has <i>not</i> been documented ___Not sure																		
If “has not” or “not sure”: What remedial guidance have you given the State?																			
Comments																			

## Project Summary Report

### Missouri

#### Project Summary Report

**Project Label - Name:** MO-P36 - CODES

**Priority:** Medium

**Revision Date:** 01-OCT-2012

**Last Updated:** 11-MAR-2013

**Status:** Active

**Lead Agency:** Department of Health and Senior Services

**Partners:** MSHP, MoDOT, BEMS, and OSCA

**Website:**

#### Project Director

**Name:** Mr. Jeremy Hodges

**Agency:** Missouri Department of Transportation ,

**Address:** 1320 Creek Trail Drive

Jefferson City, MO 65102

**Phone:** 573-751-5419

Email: [Jeremy.Hodges@modot.mo.gov](mailto:Jeremy.Hodges@modot.mo.gov)

**Project Description:** Staff will edit and link 2010 and 2011 hospital, emergency department, and mortality data to Missouri Highway Patrol Crash data using the CODES2000 linkage program developed for the CODES Data Network Program. The aim is to provide the most current linked data possible for analysis of the value of safety belts in reducing driver injuries, deaths and hospital and emergency department costs. Results of this analysis will be used to support legislation for a primary safety belt law.

#### Milestones

Milestone Description	Target Date	Actual Date	Status
Increase the timeliness of linkage of hospital and mortality records to Highway Patrol motor vehicle crash records. This will provide more current linked data to analyze to show that safety belts prevent injuries and save lives and costs for hospital and emergency room care.	10-01-2015		On Schedule

**Core System and Performance Area**

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X		X	X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budget**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$45,000.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

**Activity Report**

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	03-01-2013	03-11-2013	Jeremy Hodges
<b>Progress</b>	We are integrating and linking the data systems across agencies and improve completeness of the linked data. Our first goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. We are working to ambulance trip records to the linkage of highway patrol records. We have completed entering 2010 CODES data and now we are working on inputting 2011 data.		
<b>Problems</b>	None		

<b>Plans</b>	Continue to input CODES data to ensure that the accuracy of FARS
<b>Comments</b>	

***Linked Items***

<b><i>Type</i></b>	<b><i>Label</i></b>	<b><i>Name</i></b>

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**EMS / Injury Surveillance System**

**2011 Traffic Records Assessment Recommendations**

- I. Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.
- II. Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.
- III. Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.
- IV. Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.
- V. Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.
- VI. Support and expand the use of linked data for program evaluation activities.
- VII. Continue representation by the Bureau of Emergency Services on the TRCC.
- VIII. Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.

## **Traffic Records Assessment Introduction**

Missouri realizes that a complete traffic records system is necessary for planning, operational management or control, and evaluation of a State's highway safety activities. Missouri's state agencies tasked with managing electronic data work in conjunction with local municipalities to ensure the states strategic plan is implemented and producing adequate results. The most recent records assessment was conducted on May 15-20, 2011 and provided forty-two (42) recommendations. These recommendations are listed below in the 2011 Traffic Records Assessment Report. In the report we have identified what recommendations Missouri has implemented, the date the recommendation was updated (included in the state comments), and how the recommendation is incorporated into the system is included in the following pages 128-146.

### **Traffic Records Assessment Team**

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# Traffic Record Assessment Report

Missouri

Assessment Date: May 20, 2011

**1. Recommendation Label:** MOTRA11001

**Recommendation:** Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.

**Recommendation Type:**

**Major Recommendation?:** Yes

Comment Type	Comment Status
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b> The TRCC has included members from larger law enforcement agencies on each side of the state as well as a local traffic engineers from Cole County and the City of Columbia.	Addressed - Completed
<b>Planned Comments:</b>	Unknown / Not Defined

**2. Recommendation Label:** MOTRA11002

**Recommendation:** Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication Model Performance Measures for State Traffic Records Systems.

**Recommendation Type:**

**Major Recommendation?:** Yes

Comment Type	Comment Status
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not

	<i>Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**3. Recommendation Label:** MOTRA11003

***Recommendation:*** Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.

***Recommendation Type:***

***Major Recommendation?:*** Yes

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Report Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**4. Recommendation Label:** MOTRA11004

***Recommendation:*** Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)

***Recommendation Type:***

***Major Recommendation?:*** Yes

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not</i>

	<i>Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**5. Recommendation Label:** MOTRA11005

**Recommendation:** Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**6. Recommendation Label:** MOTRA11006

**Recommendation:** Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not</i>

	<i>Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**7. Recommendation Label:** MOTRA11007

**Recommendation:** Create, maintain and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data element fields, their definitions, and locations within the various component systems as outlined in the Advisory.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**8. Recommendation Label:** MOTRA11008

**Recommendation:** Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not</i>

	<i>Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**9. Recommendation Label:** MOTRA11009

**Recommendation:** Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**10. Recommendation Label:** MOTRA11010

**Recommendation:** Develop a centralized data warehouse of commonly requested datasets.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not</i>

	<i>Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**11. Recommendation Label:** MOTRA11011

***Recommendation:*** Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.

***Recommendation Type:***

***Major Recommendation?:*** No

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Report Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**12. Recommendation Label:** MOTRA11012

***Recommendation:*** Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.

***Recommendation Type:***

***Major Recommendation?:*** Yes

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Report Comments:</i></b>	<i>Unknown / Not</i>

	<i>Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**13. Recommendation Label:** MOTRA11013

***Recommendation:*** Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.

***Recommendation Type:***

***Major Recommendation?:*** Yes

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Report Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not Defined</i>

**14. Recommendation Label:** MOTRA11014

***Recommendation:*** Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.

***Recommendation Type:***

***Major Recommendation?:*** Yes

<b><i>Comment Type</i></b>	<b><i>Comment Status</i></b>
<b><i>Goal Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Report Comments:</i></b>	<i>Unknown / Not Defined</i>
<b><i>Planned Comments:</i></b>	<i>Unknown / Not</i>

	Defined
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**15. Recommendation Label:** MOTRA11015

**Recommendation:** Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.

**Recommendation Type:**

**Major Recommendation?:** No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

**16. Recommendation Label:** MOTRA11016

**Recommendation:** Continue efforts with the TRS community to integrate the crash file with other TRS components.

**Recommendation Type:**

**Major Recommendation?:** No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not



	Defined
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**17. Recommendation Label:** MOTRA11017

**Recommendation:** Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.

**Recommendation Type:**

**Major Recommendation?:** Yes

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

**18. Recommendation Label:** MOTRA11018

**Recommendation:** Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.

**Recommendation Type:**

**Major Recommendation?:** No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments:	Unknown / Not Defined
Planned Comments:	Unknown / Not Defined

**19. Recommendation Label:** MOTRA11019

**Recommendation:** Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular SafetyAnalyst. This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**20. Recommendation Label:** MOTRA11020

**Recommendation:** Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**21. Recommendation Label:** MOTRA11021

**Recommendation:** Accelerate current efforts to include more roadway features data for local roads in the TMS.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**22. Recommendation Label:** MOTRA11022

**Recommendation:** Consider issuing a distinctive driver license to drivers required to operate Ignition Interlock equipped vehicles.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**23. Recommendation Label:** MOTRA11023

**Recommendation:** Encourage broader participation by courts to report disposition information electronically.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**24. Recommendation Label:** MOTRA11024

**Recommendation:** Consider reporting crash information on the driver histories of all drivers involved in a crash.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**25. Recommendation Label:** MOTRA11025

**Recommendation:** Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**26. Recommendation Label:** MOTRA11026

**Recommendation:** Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**27. Recommendation Label:** MOTRA11027

**Recommendation:** Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data transfer to other traffic records systems.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**28. Recommendation Label:** MOTRA11028

**Recommendation:** Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**29. Recommendation Label:** MOTRA11029

**Recommendation:** Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**30. Recommendation Label:** MOTRA11030

**Recommendation:** Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**31. Recommendation Label:** MOTRA11031

**Recommendation:** Continue development of canned statistical reports in JIS.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**32. Recommendation Label:** MOTRA11032

**Recommendation:** Promote the expanded use of the LETS and FATPOT citation modules.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined
<b>Planned Comments:</b>	Unknown / Not Defined

**33. Recommendation Label:** MOTRA11033

**Recommendation:** Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.

**Recommendation Type:**

**Major Recommendation?:** Yes



<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**34. Recommendation Label:** MOTRA11034

**Recommendation:** Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.

**Recommendation Type:**

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**35. Recommendation Label:** MOTRA11035

**Recommendation:** Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.

**Recommendation Type:** Objective

**Major Recommendation?:** Yes

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>

<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**36. Recommendation Label:** MOTRA11036

**Recommendation:** Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**37. Recommendation Label:** MOTRA11037

**Recommendation:** Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.

**Recommendation Type:** Unknown

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not</i>

	Defined
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**38. Recommendation Label:** MOTRA11038

**Recommendation:** Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.

**Recommendation Type:** Objective

**Major Recommendation?:** Yes

Comment Type	Comment Status
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b> The distribution of EMS computers has been completed, 43 agencies recieved computers, 24 out of 43 are now reporting direct entry, 11 are still in need of training, 6 are current with 3rd party vendor submission. The integration is planned for the middle of 2013, testing will start possibly August 2013	Addressed - Pending Action
<b>Planned Comments:</b>	Unknown / Not Defined

**39. Recommendation Label:** MOTRA11039

**Recommendation:** Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.

**Recommendation Type:**

**Major Recommendation?:** Yes

Comment Type	Comment Status
<b>Goal Comments:</b>	Unknown / Not Defined
<b>Report Comments:</b>	Unknown / Not Defined

<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>
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**40. Recommendation Label:** MOTRA11040

**Recommendation:** Support and expand the use of linked data for program evaluation activities.

**Recommendation Type:** Unknown

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**41. Recommendation Label:** MOTRA11041

**Recommendation:** Continue representation by the Bureau of Emergency Services on the TRCC.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**42. Recommendation Label:** MOTRA11042

**Recommendation:** Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.

**Recommendation Type:**

**Major Recommendation?:** No

<b>Comment Type</b>	<b>Comment Status</b>
<b>Goal Comments:</b>	<i>Unknown / Not Defined</i>
<b>Report Comments:</b>	<i>Unknown / Not Defined</i>
<b>Planned Comments:</b>	<i>Unknown / Not Defined</i>

**405C State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**

**State:** Missouri      **Report Date:** 06/13/2013      **Submitted by:** Jeremy Hodges

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b> <b>OTHER specify:</b>
<b>Performance Area(s) to be Impacted</b>	<input checked="" type="checkbox"/> <b>ACCURACY</b> <input type="checkbox"/> <b>TIMELINESS</b> <input checked="" type="checkbox"/> <b>COMPLETENESS</b> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input checked="" type="checkbox"/> <b>INTEGRATION</b> <b>OTHER specify:</b>
<b>Performance Measure used to track Improvement(s)</b>	<p><b>Narrative Description of the Measure</b></p> <p>The number of agencies reporting error free crash reports electronically to the highway patrol's crash repository via LETS.</p> <p>The purpose of this project is to provide a reliable electronic crash reporting system that provides a high level of accuracy, integration, and accessibility to the crash reporting system for all law enforcement agencies. To provide quarterly training for Missouri Law Enforcement to ensure the system is utilized in a consistent manner. The LETS system will also allow law enforcement agencies to integrate the crash reporting system with the Department of Revenue (DOR) in order to accurately identify the vehicle and driver data in the crash report by using DOR's database.</p> <p>The focus of this project is to assist local law enforcement agencies in the use of the Law Enforcement Traffic Software (LETS). Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the State Traffic Accident Reporting System (STARS) staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. The edit checks that are incorporated in the LETS program are designed to submit crash reports to STARS in an error free format. This project will also provide support for LETS enhancements and user support.</p> <p>In order for MoDOT to receive accurate and complete data the LETS application has been extremely valuable. This project involved soliciting law enforcement agency support, an edit check system that streamlines accurate submission of crash reports, integration with DOR to ensure vehicle and driver data are accurate. The chart below indicates the number of agencies using LETS to electronically submit crash reports, the total number of crash reports submitted by LETS yearly, and the number of reports returned due to errors from Missouri Highway Patrol (MSHP).</p>

	<table><tr><th>Timeline</th><th>Total Agencies signed up to use LETS</th><th>Total reports submitted Electronically to STARS through LETS</th><th>LETS Submission Errors</th></tr><tr><td>4/01/11 to 3/31/12</td><td>200</td><td>23403</td><td>191</td></tr><tr><td>4/01/12 to 3/31/13</td><td>246</td><td>28152</td><td>226</td></tr></table>	Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors	4/01/11 to 3/31/12	200	23403	191	4/01/12 to 3/31/13	246	28152	226
Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors										
4/01/11 to 3/31/12	200	23403	191										
4/01/12 to 3/31/13	246	28152	226										
Relevant Project(s) in the State’s Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  Law Enforcement Traffic Software (L.E.T.S.) (TRIPRS MO-P06 ) Strategic Plan Page 40												
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) For FY14 on March 31, 2012, LETS electronically submitted a total of 23,403 crash reports. As of March 31, 2013 LETS electronically submitted a total of 28,152 crash reports.												
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The total of agencies signed up to use the LETS program include all agencies that are active in the current LETS system. The total number of electronic crash reports are a sum off all reports submitted to LETS and then transferred to the Missouri State Highway Patrol’s (MSHP) crash report repository. The number of LETS submission errors is provided by the Missouri State Highway Patrol.												
Date and Baseline Value for the Measure	4/01/2011 - 3/31/2012 – 23,403 crash reports												
Date and Current Value for the Measure	4/01/2012 - 3/31/2013 – 28,152 crash reports												
Regional Reviewer’s Conclusion	Check one ___ Measurable performance improvement <i>has</i> been documented ___ Measurable performance improvement has <i>not</i> been documented ___ Not sure												
If “has not” or “not sure”: What remedial guidance have you given the State?													
Comments													

**405C State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**

**State:** Missouri **Report Date:** 06/13/2013 **Submitted by:** Jeremy Hodges

<b>System to be Impacted</b>	<p>___ CRASH ___ DRIVER ___ VEHICLE ___ ROADWAY</p> <p>___ CITATION/ADJUDICATION <u>X</u> EMS/INJURY</p> <p><b>OTHER specify:</b></p>
<b>Performance Area(s) to be Impacted</b>	<p><u>X</u> ACCURACY ___ TIMELINESS ___ COMPLETENESS</p> <p>___ ACCESSIBILITY ___ UNIFORMITY ___ INTEGRATION</p> <p><b>OTHER specify:</b></p>
<b>Performance Measure used to track Improvement(s)</b>	<p><b>Narrative Description of the Measure</b></p> <p>The completeness and accuracy of EMS run data reports submitted to Department of Health and Senior Services (DHSS).</p> <p>This project has allowed the Department of Health and Senior Services to work with the 224 rural and urban ambulance services to increase cooperation through a no-cost means to the ambulance services in order to improve electronic reporting. The funding from the previous 408 grant has provided laptop computers to EMS providers thereby increasing their ability to report of all runs instead of just life threatening.</p> <p>The laptops have provided ambulance districts with more access to the Missouri Ambulance Reporting System (MARS). The extra access to the online reporting system has increased the accuracy and completeness of ambulance run data files through edit checks as well as cut out the need for many ambulance districts to submit their run data reports via mailed hard copy.</p> <p>The focus of this project was to review each of Missouri's ambulance districts and determine their need for support hardware to report ambulance run data. The districts were analyzed based on their ability to report and history of reporting ambulance run data to the MARS online reporting system. Once that data was analyzed ambulance services in the most need for hardware support and training were provided those services. By tasking the agencies that were provided hardware to submit electronic reports it will better assist DHSS in many ways. The real time contribution of all EMS call data will facilitate statistical analysis of incidents including illness trends, increases in service requests, emergency department diversions, which may be indicative of a regional or statewide MCI event, continue to stay NEMSIS compliant, and would allow Missouri Highway Patrol access to injury crash data in fatal crashes in a timely manner.</p> <p>DHSS's completeness of ambulance run reports progress.</p>



	<table><tr><th>Timeline</th><th>Total Ambulance Run Reports</th><th>80-100%</th><th>Validity 60 – 79%</th><th>40 – 59%</th><th>0 – 39%</th></tr><tr><td>04/01/11 - 03/31/12</td><td>556,731</td><td>547,682</td><td>136</td><td>0</td><td>8,913</td></tr><tr><td>04/01/12 - 03/31/13</td><td>490,854</td><td>487,991</td><td>95</td><td>0</td><td>2,768</td></tr></table>	Timeline	Total Ambulance Run Reports	80-100%	Validity 60 – 79%	40 – 59%	0 – 39%	04/01/11 - 03/31/12	556,731	547,682	136	0	8,913	04/01/12 - 03/31/13	490,854	487,991	95	0	2,768
Timeline	Total Ambulance Run Reports	80-100%	Validity 60 – 79%	40 – 59%	0 – 39%														
04/01/11 - 03/31/12	556,731	547,682	136	0	8,913														
04/01/12 - 03/31/13	490,854	487,991	95	0	2,768														
Relevant Project(s) in the State’s Strategic Plan	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p>EMS Run Electronic Reporting (TRIPRS MO-P30) Strategic Plan Page 42</p>																		
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>For FY14 on March, 31, 2012, DHSS had 176 ambulance districts reporting 100% electronic to MARS with 0-39% validity of 8,913 reports. As of March 31, 2013 DHSS has 163agencies reporting 100% to MARS with 0-39% validity of 2,768 reports.</p>																		
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The number of ambulance run reports total. This number is derived by summing the number of ambulance reports submitted for every district in the state. The validity rate is determined by completeness of the run reports submitted.</p>																		
Date and Baseline Value for the Measure	4/1/2011 - 3/31/2012 – 0 – 39% validity of 8,913 reports																		
Date and Current Value for the Measure	4/1/2012 - 3/31/2013 – 0 – 39% validity of 2,768 reports																		
Regional Reviewer’s Conclusion	<p>Check one</p> <p>___Measurable performance improvement <i>has</i> been documented</p> <p>___Measurable performance improvement <i>has not</i> been documented</p> <p>___Not sure</p>																		
If “has not” or “not sure”: What remedial guidance have you given the State?																			
Comments																			

**405C State Traffic Safety Information System Improvements Grant  
Interim Progress Report FY14**

**State:** Missouri **Report Date:** 06/17/2013 **Submitted by:** Jeremy Hodges

<b>System to be Impacted</b>	<input type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input checked="" type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b> <b>OTHER specify:</b>									
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> <b>ACCURACY</b> <input checked="" type="checkbox"/> <b>TIMELINESS</b> <input type="checkbox"/> <b>COMPLETENESS</b> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input type="checkbox"/> <b>INTEGRATION</b> <b>OTHER specify:</b>									
<b>Performance Measure used to track Improvement(s)</b>	<p><b>Narrative Description of the Measure</b></p> <p>OSCA will monitor the timeliness and accuracy of disposition reporting in an attempt to ensure that 75% of all courts (state and municipal) report traffic dispositions/records of conviction at a 90%-100% success rate within 7 days. OSCA will track the average number of days for all courts and compare the current reporting cycle to the same reporting cycle of the previous year.</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Timeline</th><th style="text-align: center;">Total Reports</th><th style="text-align: center;">Percentage Reporting Within 7 Days</th></tr> </thead> <tbody> <tr> <td>04/01/11 - 03/31/12</td><td style="text-align: center;">average-488</td><td style="text-align: center;">73%</td></tr> <tr> <td>04/01/12 - 03/31/13</td><td style="text-align: center;">average-490</td><td style="text-align: center;">74%</td></tr> </tbody> </table>	Timeline	Total Reports	Percentage Reporting Within 7 Days	04/01/11 - 03/31/12	average-488	73%	04/01/12 - 03/31/13	average-490	74%
Timeline	Total Reports	Percentage Reporting Within 7 Days								
04/01/11 - 03/31/12	average-488	73%								
04/01/12 - 03/31/13	average-490	74%								
<b>Relevant Project(s) in the State's Strategic Plan</b>	<p><b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b></p> <p align="center">Upgrade Electronic Traffic Reporting (ETR) (TRIPRS MO-P35) Strategic Plan Page 138</p>									
<b>Improvement(s) Achieved or Anticipated</b>	<p><b>Narrative of the Improvement(s)</b></p> <p>For FY14 on March, 31, 2012, OSCA had an average of 360 courts reporting 90-100% of cases within 7 days . As of March 31, 2013 OSCA had an average of 363 courts reporting 90-100% of cases within 7 days.</p>									
<b>Specification of how the Measure is calculated / estimated</b>	<p><b>Narrative Description of Calculation / Estimation Method</b></p> <p>The number of courts reporting within 7 days. This number is derived by summing the number of total reports compared to the reports submitted within 7 days.</p>									
<b>Date and Baseline Value for the Measure</b>	4/1/2011 - 3/31/2012 – 73% of an average of 488 courts reports within 7 days									
<b>Date and Current Value for the Measure</b>	4/1/2012 - 3/31/2013 – 74% of an average 490 courts reports within 7 days									

<b>Regional Reviewer's Conclusion</b>	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
<b>If “has not” or “not sure”: What remedial guidance have you given the State?</b>	
<b>Comments</b>	

#### 4.

##### **Traffic Records Assessment Introduction**

Missouri realizes that a complete traffic records system is necessary for planning, operational management or control, and evaluation of a State's highway safety activities. Missouri's state agencies tasked with managing electronic data work in conjunction with local municipalities to ensure the states strategic plan is implemented and producing adequate results. The most recent records assessment was conducted on May 15-20, 2011 and provided forty-two (42) recommendations. These recommendations are listed below in the 2011 Traffic Records Assessment Report. In the report we have identified what recommendations Missouri has implemented, the date the recommendation was updated (included in the state comments), and how the recommendation is incorporated into the system is included in the following pages 128-146.

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# **Traffic Record Assessment Report**

*Missouri*

*Assessment Date: May 6, 2011*

**1. Recommendation Label:** MOTRA11001

**Recommendation:** *Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Completed

**State Comments:** *The TRCC has included members from larger law enforcement agencies on each side of the state as well as a local traffic engineer from Cole County and the City of Columbia. This comment was made by Hodges.9 on June 17, 2013*

**2. Recommendation Label:** MOTRA11002

**Recommendation:** *Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication Model Performance Measures for State Traffic Records Systems.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** No Progress

**State Comments:** *The TRCC is reviewing implementing a quality assurance and improvement program. This comment was made by Jeremy Hodges on March 3, 2013*

**3. Recommendation Label:** MOTRA11003

**Recommendation:** *Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information System Improvement addressing the recommendations in this*

*traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** *The TRCC does assist in the development and approval of the Strategic Plan. The TRCC does review the recommendations provided in the traffic records assessment in order to determine where efforts should be focused. The TRCC plans to develop a formal process to assist the traffic records system component custodian to identify all the deficiencies. This comment was made by Jeremy Hodges on March 3, 2013*

**4. Recommendation Label:** MOTRA11004

**Recommendation:** *Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** *The TRCC actively participates in the development and implementation of the Strategic Plan. The members through a facilitator discuss the different projects and their importance to our traffic data system. This comment was made by Jeremy Hodges on March 4, 2013*

**5. Recommendation Label:** MOTRA11005

**Recommendation:** *Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** Progress reports are provided at each TRCC meeting. The members do provide specific data metrics for their projects at least on an annual basis. This comment was made by Jeremy Hodges on March 4, 2013

**6. Recommendation Label:** MOTRA11006

**Recommendation:** Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Some Progress

**State Comments:** The TRCC is reviewing methods to implement a formal priority setting method during the selection and discussion of projects. This comment was made by Jeremy Hodges on March 3, 2013

**7. Recommendation Label:** MOTRA11007

**Recommendation:** Create, maintain and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data element fields, their definitions, and locations within the various component systems as outlined in the Advisory.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** A list of the custodial contacts for each state agency is available although the TRCC has not created a centralized traffic records system file. This comment was made by Jeremy Hodges on March 4, 2013

**8. Recommendation Label:** MOTRA11008

**Recommendation:** Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** The Bureau of Emergency Medical Services BEMS has investigated the implications of HIPAA in regards to the integration of ISS and STARS/TMS. BEMS has a strategy that will allow the integration without any violation of HIPAA. This comment was made by Hodges.9 on March 4, 2013

**9. Recommendation Label:** MOTRA11009

**Recommendation:** Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Pending Action

**State Comments:** The projects are awarded based on problem identification. After the problem is identified we explore datasets in making and evaluating our decisions. This comment was made by Jeremy Hodges on March 3, 2013

**10. Recommendation Label:** MOTRA11010

**Recommendation:** Develop a centralized data warehouse of commonly requested datasets.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** The TRCC has not fully investigated the feasibility of this type of system in the state. This comment was made by Jeremy Hodges on March 3, 2013

**11. Recommendation Label:** MOTRA11011

**Recommendation:** Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for



*the change and that MSHP and the traffic records community understands the consequences of the impending deadline.*

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Significant progress

**State Comments:** *The revised Missouri Uniform Crash Report was successfully implemented on January 1, 2012. Only one version was implemented and is currently utilized and acceptable. Crash report forms were distributed to all Missouri law enforcement agencies authorized to investigate motor vehicle crashes. Agencies were also provided with information on how to access an electronic version of the Missouri Uniform Crash Report form and Preparation Manual via the Missouri State Highway Patrol's web page. A total of 22 training sessions were completed by Missouri State Highway Patrol, Traffic Records Division, personnel to statewide local law enforcement personnel on rules for completing the 2012 Missouri Uniform Crash Report. This comment was made by Hodges.9 on February 4, 2013*

**12. Recommendation Label:** MOTRA11012

**Recommendation:** *Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** *Although there has not been a formal meeting with RMS vendors, the MoDOT, Highway and Traffic Safety Division, continues to contract with a vendor to contact Missouri law enforcement agencies and promote the concept of electronic transfer of crash reports/data to the Statewide Traffic Accident Records System (STARS). The technical specifications for electronic transfer have been provided to several vendors; however, none have progressed to the point where formal meetings are needed in order to establish transfers. This comment was made by Hodges.9 on February 4, 2013*

**13. Recommendation Label:** MOTRA11013

**Recommendation:** *Strengthen efforts to encourage local agencies to submit crash reports electronically as soon as possible and provide operational and funding assistance.*

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** The Missouri State Highway Patrol, Traffic Records Division, also strongly encourages this concept when conducting crash report training to Missouri's local law enforcement personnel. The MoDOT, Highway and Traffic Safety Division, dedicated part of their 2013 grant application overview seminars to a presentation by the REJIS on the LETS software. Highway Safety has also included the promotion of LETS at coalition meetings as well as statewide law enforcement conferences. This comment was made by Hodges.9 on February 4, 2013

**14. Recommendation Label:** MOTRA11014

**Recommendation:** Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** MoDOT, Highway and Traffic Safety Division, reserved part of their 2013 grant application training for a presentation by REJIS on the LETS software. Traffic and Highway Safety has also authorized departmental mailings and phone solicitation with local law enforcement agencies. This comment was made by Hodges.9 on February 4, 2013

**15. Recommendation Label:** MOTRA11015

**Recommendation:** Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** No formal action has been completed on this matter. This issue is addressed during the Missouri State Highway Patrol, Traffic Records Division's, crash report training to Missouri's local law enforcement personnel. The state has very few fatal crashes that are not worked by MSHP; when this occurs we are addressing the issue with each agency individually. This comment was made by Hodges.9 on February 4, 2013

**16. Recommendation Label:** MOTRA11016

**Recommendation:** The TRCC should continue efforts with the TRS community to integrate the crash file with other TRS components.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** At this time, Missouri's crash data file is only integrated with the Missouri Department of Transportation and Missouri Department of Health. This comment was made by Hodges.9 on February 4, 2013

**17. Recommendation Label:** MOTRA11017

**Recommendation:** Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** The Missouri State Highway Patrol implemented this practice with their electronic crash report and Uniform Citation forms. The LETS software also employs this practice for their electronic crash report form. It's unknown if they use it for their electronic citation. This comment was made by Hodges.9 on February 4, 2013

**18. Recommendation Label:** MOTRA11018

**Recommendation:** Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** No Progress

**State Comments:** All STARS Committee members are aware of the ability to establish electronic transfer of data to STARS/TMS and that electronic transfer is encouraged by the Missouri State Highway Patrol and MoDOT. However, there has been no formal action by the STARS Committee on this matter. This comment was made by Hodges.9 on February 4, 2013

**19. Recommendation Label:** MOTRA11019

**Recommendation:** Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular SafetyAnalyst. This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Significant progress

**State Comments:** MoDOT has enhanced and modified TMS to use the SafetyAnalyst software. MoDOT staff is currently being trained and becoming familiar with the tool. This comment was made by Jeremy Hodges on March 3, 2013

**20. Recommendation Label:** MOTRA11020

**Recommendation:** Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** The MoDOT Planning Division does provide data sets for groups to use in program planning and project development of the STIP and TIP. The Kansas City Metropolitan Planning Organization has been given access to TMS. This comment was made by Jeremy Hodges on March 3, 2013

**21. Recommendation Label:** MOTRA11021

**Recommendation:** Accelerate current efforts to include more roadway features data for local roads in the TMS.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** No Progress

**State Comments:** Members of the TRCC are currently looking at identifying the priority items to complete this recommendation. The next step will be to determine if the necessary data elements are available from other users and determine if access to that data can be acquired. This comment was made by Jeremy Hodges on March 4, 2013

**22. Recommendation Label:** MOTRA11022

**Recommendation:** Consider issuing a distinctive driver license to drivers required to operate Ignition Interlock equipped vehicles.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** We have not implemented this as we do not have statutory authority to do so. This comment was made by Hodges.9 on March 2, 2013

**23. Recommendation Label:** MOTRA11023

**Recommendation:** Encourage broader participation by courts to report disposition information electronically.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** Driver License Bureau (Missouri) encourages courts to report disposition information electronically. Since the assessment, 15 more courts have begun reporting electronically. DLB is currently in the process of implementing the electronic process with four more courts. This comment was made by Hodges.9 on March 3, 2013

**24. Recommendation Label:** MOTRA11024

**Recommendation:** Consider reporting crash information on the driver histories of all drivers involved in a crash.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** We have not implemented this as we do not have statutory authority to do so. This comment was made by Hodges.9 on March 4, 2013

**25. Recommendation Label:** MOTRA11025

**Recommendation:** Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** Missouri includes alcohol convictions from other states for newly licensed non-CDL drivers. Missouri also denies the issuance of a Missouri license to a driver for 5 years if a driver has two alcohol offenses within five years and for 10 years if the driver has three or more alcohol offenses, regardless of the state the convictions occurred in. The denial period is 5/10 years from the date of the last conviction. This comment was made by Hodges.9 on March 2, 2013

**26. Recommendation Label:** MOTRA11026

**Recommendation:** Driver License Bureau to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Completed

**State Comments:** Driver License Bureau is an active participant in the committee. This comment was made by Hodges.9 on March 3, 2013

**27. Recommendation Label:** MOTRA11027

**Recommendation:** Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data transfer to other traffic records systems.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Insufficient Funding / Resources

**State Comments:** The Motor Vehicle Bureau would consider changes to the current vehicle registration receipt to include an AAMVA standard barcode to promote complete and accurate data transfer to other traffic records systems although the funding is not available at this time. This comment was made by Hodges.9 on March 6, 2013

**28. Recommendation Label:** MOTRA11028

**Recommendation:** Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Not Addressed - Insufficient Funding / Resources

**State Comments:** The Motor Vehicle Bureau has not implemented as funding is not available. This comment was made by Hodges.9 on March 6, 2013

**29. Recommendation Label:** MOTRA11029

**Recommendation:** The motor vehicle division should actively participate in the Traffic Records Coordinating Committee.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Completed

**State Comments:** The Motor Vehicle Division actively participates in the TRCC. This comment was made by Hodges.9 on March 6, 2013

**30. Recommendation Label:** MOTRA11030

**Recommendation:** Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** This item is completed on a case by case basis. The focus has been placed on monitoring the court for compliance opposed to implementing. If a municipal court processes a large amount of tickets, we will decide on a case by case basis to implement JIS. This comment was made by Hodges.9 on February 4, 2013

**31. Recommendation Label:** MOTRA11031

**Recommendation:** Continue development of canned statistical reports in JIS.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Completed

**State Comments:** Canned statistical reports have been implemented into JIS This comment was made by Hodges.9 on February 4, 2013

**32. Recommendation Label:** MOTRA11032

**Recommendation:** Promote the expanded use of the LETS and FATPOT citation modules.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** The citation module for LETS has been designed to integrate with other RMS systems in order for departments to be able to utilize the e-citation software. The FATPOT system has not been expanded upon at this time. This comment was made by Jeremy Hodges on March 4, 2013



**33. Recommendation Label:** MOTRA11033

**Recommendation:** Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** The Office of State Court Administrators is pushing this item as they implement eFiling with the state courts. This comment was made by Hodges.9 on February 4, 2013

**34. Recommendation Label:** MOTRA11034

**Recommendation:** Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Addressed - Some Progress

**State Comments:** All state courts, municipal courts using JIS and other municipal courts using a system approved by the State Judicial Records Committee submits there result electronically. We will continue to encourage municipal courts to transmit their statistics electronically. This comment was made by Hodges.9 on February 4, 2013

**35. Recommendation Label:** MOTRA11035

**Recommendation:** Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.

**Recommendation Type:** Objective

**Major Recommendation?:** Yes

**Status:** Addressed - Pending Action

**State Comments:** 190.30-40 .375 has went through the State Advisory Council, it is now with the Board of Health, the fiscal note has been written. This regulation will be an update from EMS agencies reporting life threats to all calls that the ambulance agency will respond to. This comment was made by HALL.8 on April 4, 2012

**36. Recommendation Label:** MOTRA11036

**Recommendation:** Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** Currently Bureau of EMS does not have a data file that would allow this to occur. The bureau is now reviewing the options to create this data file. This comment was made by Jeremy Hodges on March 3, 2013

**37. Recommendation Label:** MOTRA11037

**Recommendation:** Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.

**Recommendation Type:** Unknown

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** The Bureau of EMS has increased the data from the distributed computers, the increase is 86% of data. As of this date 12-12-12 out of the 43 ambulance services receiving the laptops 3 are not reporting due to 3rd party vendor problems, which is being addressed. The Bureau of EMS runs a report monthly to check on the import of data/and or direct entry. We are at this time completed a survey of the remaining Mo Ambulance Services and have established 24 services will receive hardware to assist in completing and sending Ambulance Data. The Bureau of EMS is working in a partnership with MODOT in purchasing the hardware, the Bureau of EMS has a plan to distribute the hardware within 30 days of arrival. This comment was made by HALL.8 on December 4, 2012

**38. Recommendation Label:** MOTRA11038

**Recommendation:** Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.

**Recommendation Type:** Objective

**Major Recommendation?:** Yes

**Status:** Addressed - Pending Action

**State Comments:** The distribution of EMS computers has been completed, 43 agencies received computers, 24 out of 43 are now reporting direct entry, 11 are still in need of training, and 6 are current with 3rd party vendor submission. The integration is planned for Middle of 2013, testing will start possibly August 2013 This comment was made by Hodges.9 on June 17, 2013.

**39. Recommendation Label:** MOTRA11039

**Recommendation:** Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.

**Recommendation Type:**

**Major Recommendation?:** Yes

**Status:** Not Addressed - Concerns about Feasibility and / or Implementation

**State Comments:** Department of Health and Senior Services was making available through their website a set of data elements individuals could use to get data. The website could not handle that amount of data and the function had to be removed. DHSS has decided to make available canned reports online for individuals to review. DHSS is currently evaluating other options to open this access back to end users. This comment was made by Jeremy Hodges on March 4, 2013

**40. Recommendation Label:** MOTRA11040

**Recommendation:** Support and expand the use of linked data for program evaluation activities.

**Recommendation Type:** Unknown

**Major Recommendation?:** No

**Status:** Addressed - Pending Action

**State Comments:** The Bureau of EMS has established a rapport with Missouri Highway Patrol Data surveillance and will begin to build a report from our Missouri Ambulance Report Data for the NHTSA Injury Matrix Surveillance that will be sent to the data collection of Missouri State Highway Patrol This comment was made by HALL.8 on December 4, 2012

**41. Recommendation Label:** MOTRA11041

**Recommendation:** Continue representation by the Bureau of Emergency Services on the TRCC.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Completed

**State Comments:** The Bureau of Emergency Medical Services BEMS is an active participant in the TRCC. This comment was made by Hodges.9 on March 2, 2013

**42. Recommendation Label:** MOTRA11042

**Recommendation:** Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.

**Recommendation Type:**

**Major Recommendation?:** No

**Status:** Addressed - Some Progress

**State Comments:** The Bureau of EMS is currently getting data from the Department of Health in order to help better ensure accurate data is submitted to FARS This comment was made by Jeremy Hodges on March 4, 2013

*MISSOURI*

## **Section 405(d)**

# **Impaired Driving Countermeasure Grant**

**23 CFR 1200.23 MAP-21, Section 405(d)**  
**Impaired Driving Countermeasure Grant**  
**Appendix D Part 3**  
**Mid-Range State**

**Introduction:**

Under MAP-21 guidance, states that have an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60 are considered mid-range States. Missouri has an average impaired driving fatality rate of 0.39 for 2009-2011 using data from the Fatality Analysis Reporting System provided by the National Highway Traffic Safety Administration.

**Measurement and Data Collection in Missouri:**

Crash data is collected by the Missouri State Highway Patrol and entered into the State Traffic Accident Record System. STARS automatically updates MoDOT's Traffic Management System. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Preliminary results for the current year are reported quarterly. The national ranking is tabulated by Fatality Analysis Reporting System and illustrates the states ranking in relationship to the other 50 states. In 2010, Missouri ranked 32<sup>nd</sup>, thus 31 states have a lower number of impaired driver-related fatalities than Missouri. The 2011 national ranking data is not yet available.

**Missouri Data:**

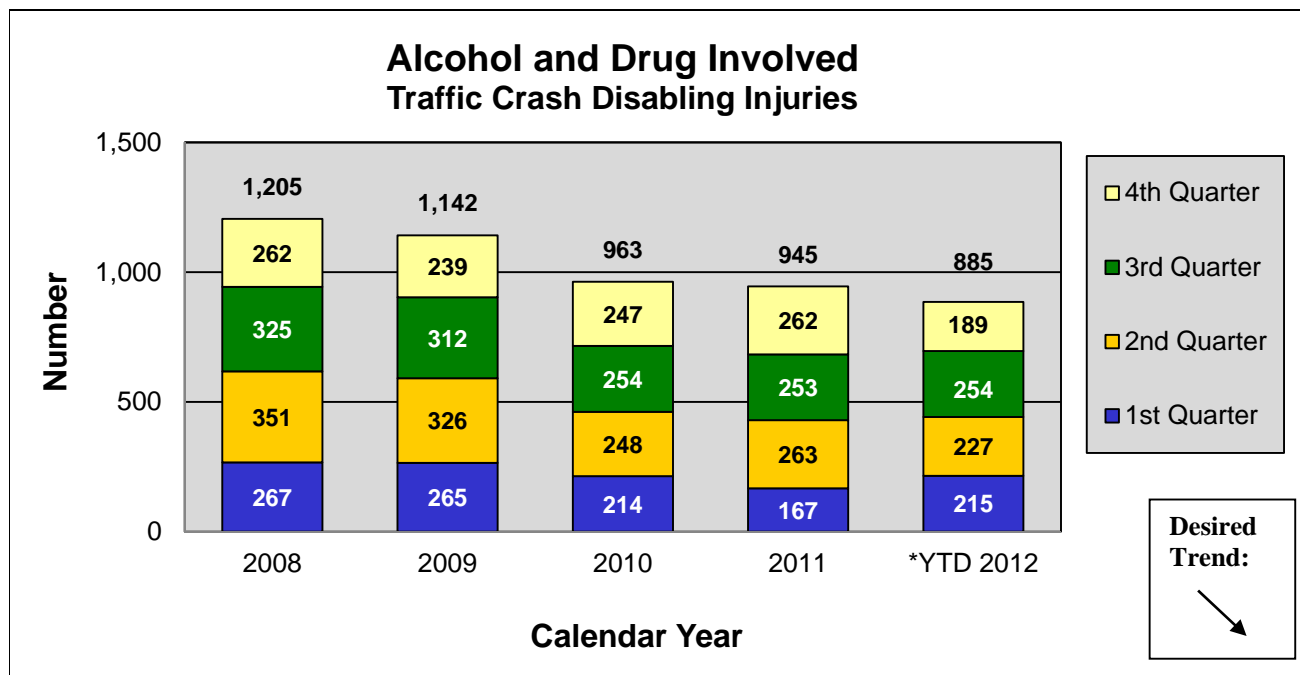
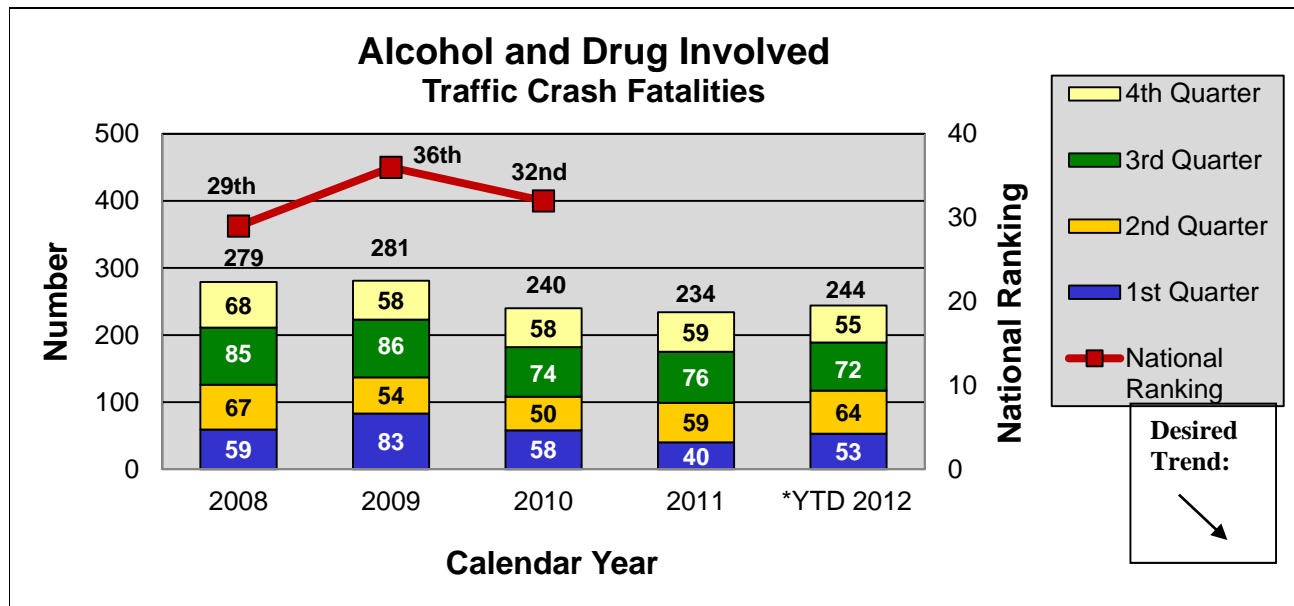
Due to a substantial backlog of crash reports, Missouri's 2012 crash file has not been finalized and closed. As a result, the FY'2014 application references crash statistics only through calendar year 2011. According to 2011 data obtained from the Statewide Traffic Accident Records System (STARS), Missouri had a total of 142,966 traffic crashes. The economic loss associated with these traffic crashes was estimated to be \$3,213,233,000. In these traffic crashes, 0.5% (716) involved one or more persons being killed in the incident. In addition, 24.8% (35,441) involved no one being killed but one or more persons being injured in the incident.

In 2011, a total of 786 people died in Missouri traffic crashes. One person was killed every 11.1 hours. The death rate (the number of deaths per 100 million miles of travel) was 1.1 in 2011. The death rate decreased from 1.3 in 2009 to 1.2 in 2010.

Drinking involvement was a significant contributing factor in Missouri's serious traffic crash experience in 2011. Of all 2011 Missouri traffic crashes, 4.4% involved a person drinking. However, of all fatal crashes, 26.8% had a person drinking. A total of 208 persons were killed and 3,625 were injured in these crashes. In 2011, one person was killed or injured in drinking-involved crashes every 2.3 hours in the State. It should be noted that drinking involvement is being under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate.

Much progress has been made in Missouri since the Special Management Review and subsequent Performance Enhancement Plan in 2007. Missouri has a solid and well established impaired driving program and statewide strategic plan. In fact, for the first time Missouri qualified under SAFETEA-LU, Section 410 as a low fatality rate state in federal fiscal year 2012. However, alcohol-related

traffic crashes and deaths are still seriously high and the pain and suffering caused as a result of these totally preventable and senseless acts cannot be measured.



\* YTD 2012 – Due to a backlog of crash reports into STARS, the fatality and disabling injury measures are not complete as of the date of publication of this document. This data is derived from TMS.

### Statewide Impaired Driving Plan:

Accomplishing Missouri's goal of reducing alcohol-related traffic crashes will be through strategically planned, comprehensive, balanced public awareness campaigns; stepped up high visibility enforcement; education of law enforcement, the public and the judiciary; providing for

stiffer penalties for impaired driving offenders, and utilizing a partnership approach that outlines strong opportunities to reduce fatal and serious injuries on Missouri roadways.

Missouri currently outlines efforts to improve traffic safety and reduce impaired driving crashes through several statewide plans. These plans include the *Impaired Driving Strategic Plan*; *Missouri's Blueprint to Save More Lives*; the *Highway Safety Plan & Performance Plan*; and the Department's *Tracker*. Each of the plans is developed in different fashions yet builds upon the other.

Missouri followed guidance provided by the Federal Highway Administration and the American Association of State Highway and Transportation Officials in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety. The MCRS was charged with leading the statewide implementation of the first strategic highway safety plan, *Missouri's Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS is now working with the third edition of the Blueprint, *Missouri's Blueprint to Save More Lives* with a goal of 700 or fewer fatalities by 2016.

The significance of the MCRS is paramount to traffic safety and the reduction of impaired driving in the state. The Coalition operates statewide with ten subcommittees that are responsible for various areas of traffic safety. The Statewide Impaired Driving Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from impaired driving. The Statewide Impaired Driving Subcommittee was instrumental in hosting a strategic planning meeting in 2008 with partners across the state, resulting in development of the first impaired driving strategic plan in the state. Information gained from both the strategic planning meeting and the *Impaired Driving Strategic Plan* were utilized in updating both the second and third editions of the statewide strategic plans - *Missouri's Blueprint to Arrive Alive* and *Missouri's Blueprint to Save More Lives*.

**The Statewide Impaired Driving Subcommittee is currently planning a Summit scheduled for July 25 – 26, 2013 in Columbia, Missouri. The goal of the Summit is to bring together key stakeholders from around the state with a vested interest in reducing impaired driving crashes in order to revise the Impaired Driving Strategic Plan originally developed in 2008. The Strategic Plan will be completed by August 30, 2013. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8 – Impaired Driving will be utilized during the planning process. In addition, subcommittee members will incorporate a comprehensive approach including data-driven problem identification, strategies for addressing identified problems and target groups, plans for measuring progress and outcomes, and steps to achieve stakeholder input and participation in the plan.**

Several resources are provided to further clarify the purpose and procedural guidelines of the MCRS, and the Statewide Impaired Driving. The resources can be found immediately following this document in the supplemental resources of Section 405(d).

Each of the plans mentioned above can be located on the internet at the locations listed below:

MoDOT's *Tracker* can be found at: [www.modot.org/about/Tracker.htm](http://www.modot.org/about/Tracker.htm)

2013 Highway Safety Plan & Performance Plan – [www.modot.org/safety/index.htm](http://www.modot.org/safety/index.htm)

Missouri's *Blueprint to Save More Lives* – [www.savemolives.com/the-situation.html](http://www.savemolives.com/the-situation.html)

*Impaired Driving Strategic Plan* (January 2010) – [www.savemolives.com/impaired-driving.html](http://www.savemolives.com/impaired-driving.html)



## **Goals, Performance Measures and Benchmarks:**

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) and Performance Plan. The HSP describes how Missouri's Section 402 Highway Safety Program and the new Section 405 National Priority Safety Program including the incentive grant funds and Sections 154 and 164 transfer funds will be used to promote highway safety within the state. The 2014 HSP encompasses the federal fiscal year October 1, 2013 through September 30, 2014. The following goals, performance measures and benchmarks are outlined in the HSP for the Impaired Driving section:

### **Goal #1: To decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:**

- 253 by 2011
- 248 by 2012
- 243 by 2013
- 238 by 2014

#### **Performance Measure:**

- Number of fatalities involving impaired drivers

#### **Benchmarks:**

- 2011 fatalities involving impaired drivers = 258

### **Goal #2: To increase impaired driving arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:**

- 9,009 by 2012
- 9,189 by 2013
- 9,373 by 2014
- 9,560 by 2015

#### **Performance Measure:**

- Number of impaired driving arrests made during grant-funded enforcement activities and mobilizations

#### **Benchmark:**

- 2011 impaired driving arrests made during grant-funded enforcement activities and mobilizations = 8,832 (DWI)

### **Goal #3: To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:**

- 33 by 2012
- 33 by 2013
- 32 by 2014
- 31 by 2015

#### **Performance Measure:**

- Number of fatalities involving impaired drivers under the age of 21 years

**Benchmark:**

- 2011 fatalities involving impaired drivers under the age of 21 years = 34

**RESERVED**  
**For Impaired Driving Strategic Plan**  
**To Be Submitted by September 1, 2013**  
**HSP Attachment 405(d) # 1**

## **Missouri Statewide Impaired Driving Task Force (HSP Attachment 405(d) #2):**

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's current Governor, Jay Nixon, have asked many questions about the Statewide Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon has convened several special meetings to address specific issues of concern and has supported the structure of the Statewide Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety serves on the Statewide Impaired Driving Subcommittee and reports to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatal and serious injuries resulting from traffic crashes through implementation of *Missouri's Blueprint for Safer Roadways* (now *Missouri's Blueprint to Save More Lives*). As a natural result of the Coalition efforts subcommittees were formed to work on specific areas of concern statewide such as impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Impaired Driving Subcommittee has been very active and is now chaired by Dwight Scroggins, Buchanan County Prosecutor and Captain Greg Smith, Missouri State Highway Patrol. Statewide Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system (e.g., prosecution, state courts), driver licensing, treatment and rehabilitation, ignition interlock, public health, Mothers Against Drunk Driving, public safety, Alcohol and Tobacco Control, and the Department of Transportation.

The Director of the Missouri Department of Transportation, Dave Nichols, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Impaired Driving Subcommittee meets quarterly and works on issues such as legislation, DWI reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. Currently official minutes of each meeting are not taken. In the past, MoDOT support staff were assigned to each of the statewide subcommittees and took minutes at each of the meetings. In 2012 MoDOT staff was cut and the subcommittee no longer had administrative support. In the Supplemental Resources section immediately following this document, you will find copies of agendas from the last year with notes taken by the Highway Safety Impaired Driving Coordinator typed under each topic on the agenda. In the Supplemental Resource Section there are also copies of the sign-in sheets and handouts provided at each of those meetings in addition to a list of the subcommittee members.

Subcommittee members are very active and are always exploring ways to reduce impaired driving related crashes, improve reporting and establish more effective ways to deal with repeat offenders. The Subcommittee will be publishing the second edition of the impaired driving strategic plan by September 1, 2013 and also look at gaps in subcommittee participation following guidance provided by NHTSA in *A Guide for Statewide Impaired Driving Task Forces*. Although the subcommittee has a clear mission, they will work to define objectives of the subcommittee, more clearly defined roles for each of the members, and how the subcommittee will function in terms of voting and taking action on items brought before them.

# Missouri Coalition for Roadway Safety

## Purpose and Procedural Guidelines

### *Coalition Mission:*

The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public, and private organizations committed to the common goal of making travel on Missouri's roadways safer.

### *Primary Goals:*

- 700 or fewer fatalities by 2016;
- Develop and strengthen partnerships;
- Promote the use of crash data to identify problems and countermeasures;
- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

### *Participation:*

Participation shall be open to any national, regional, state, or local organization and any individual interested in promoting the purpose of the Missouri Coalition for Roadway Safety.

All participant organizations and individuals shall have equal status in all respects.

### *Leadership:*

The affairs of the Missouri Coalition for Roadway Safety shall be directed by an Executive Committee consisting of representatives from the following organizations, agencies, or subcommittees:

- AAA – Auto Club of Missouri
- Department of Health and Senior Services
- Department of Public Safety
- Department of Revenue
- Division of Alcohol and Tobacco Control
- East-West Gateway Council of Governments

## MCRS Purpose and Procedural Guidelines

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Law Enforcement Traffic Safety Advisory Council
- Mid-America Regional Council
- Missouri Department of Transportation
- Missouri Motor Carriers Association
- Missouri Police Chiefs Association
- Missouri Safety Center
- Missouri Sheriff's Association
- Missouri State Highway Patrol
- National Highway Traffic Safety Administration
- Subcommittee Chairs
  - Commercial Motor Vehicle Subcommittee
  - Distracted Driving Subcommittee
  - Elder Mobility and Safety Subcommittee
  - Enforcement Subcommittee
  - Impaired Driving Subcommittee
  - Infrastructure Subcommittee
  - Legislative Subcommittee
  - Public Information Subcommittee
  - Strategic Planning and Implementation Subcommittee
  - Traffic Records Coordinating Subcommittee

The representatives of participant organizations, agencies, and subcommittees shall elect the Executive Committee Chair and Vice Chair. The term of office shall be for one year with an option of not more than two consecutive terms.

Vacancies for officers shall be filled by the majority vote of the Executive Committee to complete the unexpired term.

The Chair, with concurrence of the Executive Committee, shall name individuals and/or representatives of participating organizations and agencies to head subcommittees and special task forces.

Duties of the two officer positions are:

### Chair

1. Preside at all meetings of the Missouri Coalition for Roadway Safety.
2. Monitor and assist Subcommittee Chairs in addressing tasks and activities.
3. Represent the Coalition at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations regarding Coalition efforts and activities (or assign such responsibility to others when necessary).

### Vice Chair

1. Preside at meetings in the absence of the Chair.

## MCRS Purpose and Procedural Guidelines

2. Assist the Chair with Missouri Coalition for Roadway Safety activities, strategic plans, and operations.

### ***Subcommittees:***

Subcommittees shall be established to effectively address the mission of the Coalition. Subcommittees shall be added or deleted upon the approval of the Executive Committee. Each Subcommittee shall have a Chair and Vice Chair.

Duties of the two officer positions are:

#### Chair

1. Preside at all meetings of the Subcommittee.
2. Guide the completion of Subcommittee activities and tasks.
3. Represent the Subcommittee at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations at Coalition meetings or selected functions reviewing Subcommittee efforts and activities (or assign such responsibility to others when necessary).

#### Vice Chair

1. Preside at meetings in the absence of the Chair.
2. Assist the Chair in helping the Subcommittee achieve the Coalition goals and assigned responsibilities.

### ***Subcommittee Responsibilities:***

#### CMV Subcommittee

- Reduce commercial motor vehicle accidents in Missouri
- Education public on commercial vehicles
  - Importance of industry to the economy
  - Sharing the road safely
- Improvement of public image
- Safety legislation for commercial motor vehicles

#### Distracted Driving Subcommittee

- Establish membership
- Encourage collaborative efforts with other subcommittees
- Develop strategies to address the distracted driving issue

#### Elder Mobility and Safety Subcommittee

- Establish membership
- Develop strategies to address elder driver safety and mobility
- Encourage collaborative efforts among stakeholders



## MCRS Purpose and Procedural Guidelines

### Enforcement Subcommittee

- Coordinate the statewide law enforcement initiatives
- Collect law enforcement activity data
- Identify training and equipment needs
- Identify and share innovative law enforcement programs and strategies
- Identify legislative initiatives
- Promote officer safety
- Promote key statewide law enforcement mobilizations
- Provide technical assistance to regional coalitions

### Impaired Driving Subcommittee

- Identification and review of emerging issues
- Review of innovative programs
- Review of current programs
- Identification of training needs
- Identification of legislative initiatives

### Infrastructure Subcommittee

- Promote the implementation of the infrastructure related targeted 10
- Promote road safety audits
- Review training needs in the infrastructure area
- Assist in coordinating efforts between the state and local engineering entities

### Legislative Subcommittee

- Coordinate overall legislative effort with both the state and regional coalitions.
- Review public policy strategies in Blueprint
- Assist with drafting cleanup or new language for proposed legislation
- Track bill progress and communicate to the Coalition partners
- Assist in prioritizing legislation
- Assist in identifying MCRS members to testify
- Develop list of partners for testimony or capitol visits

### Public Information Subcommittee

- Develop a statewide media plan
- Coordinate overall public information effort with both the state and regional coalitions
- Develop PI toolkits and distribute to the regional coalitions
- Distribute PI funding and monitor PI activity by the regional coalitions
- Draft press releases
- Coordinate events
- Provide technical assistance to regional coalitions

## MCRS Purpose and Procedural Guidelines

### Strategic Planning and Implementation Subcommittee

- Monitor the operation and membership of the MCRS and make recommendations as necessary
- Facilitate the development and implementation of regional coalition plans
- Assist in identification of funding availability and promote coordination of resources
- Encourage extensive coordination of highway safety activities throughout the state
- Coordinate the distribution of funds to the regional coalitions
- Monitor activities of the MCRS Subcommittees
- Monitor the membership on MCRS Subcommittees to assure balanced representation
- Assess the technical assistance needs of the regional coalitions
- Facilitate the revision of the Missouri's Blueprint

### Traffic Records Coordinating Subcommittee

- Provide updates on fatal and serious injury crash data
- Collect and compile annual regional coalition activity reports
- Monitor the contributing factors associated with crashes
- Monitor progress toward the 2012 fatality goal
- Monitor the implementation of Targeted Ten
- Assist regional coalitions with data needs

### ***Call of Meetings:***

Meetings shall be held on a quarterly basis with the concurrence of the representatives and participants of the Coalition.

### ***Regional Coalitions:***

Regional coalitions are established in 7 locations throughout the state. These coalitions are charged with:

- assisting with the implementation of Missouri Blueprint;
- conducting regional data analysis to guide highway safety activities;
- expanding the regional safety network and partnerships by increasing coalition membership;
- actively participating in MCRS meetings, campaigns, and promotions;
- developing a localized safety plan for the region; and
- facilitating the expenditure of allocated funds.

The corresponding MoDOT district office and Missouri State Highway Patrol troop shall help facilitate the coalition meetings, expansion of coalition membership, development and implementation of regional strategic highway safety plans and distribution of funding. Representatives from each of the 7 regional coalitions shall be encouraged to

## MCRS Purpose and Procedural Guidelines

attend the quarterly MCRS meetings and give updates on respective regional coalition activities. The regional coalitions shall be encouraged to elect a chair and vice chair and establish a set of operating procedures.

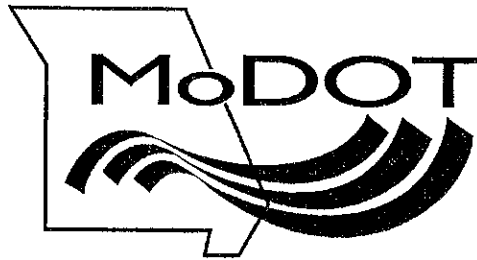
Each regional coalition shall identify:

- A member to serve as the liaison between the MCRS and their regional coalition.
- A member to serve on the MCRS Public Information Subcommittee. Their participation will help assure broad based input into the development and implementation of public information initiatives.
- A member to serve as the Advocacy Liaison to address legislative initiatives and promote the “Saved by the Belt” program.

### *Changing of These Guidelines:*

These guidelines may be changed by a two-thirds vote of those representatives of participant organizations and individuals present at the meeting.

Missouri  
Department  
of Transportation



Dave Snider, P.E, Interim Director

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(800) 800-BELT  
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[www.modot.mo.gov](http://www.modot.mo.gov)

September 2, 2004

Mr. Charles Jackson  
Missouri Department of Public Safety  
Truman Building, Room 870  
Jefferson City, MO 65101

Dear Charles:

Transportation Secretary Mineta has directed the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier's Safety Administration (FMCSA) to join forces in an aggressive effort to reduce the number of people killed on the nation's highways.

In response to the national effort, a small working group of safety experts collected and analyzed data and contacted more than 150 additional advocates gaining ideas and input on how to best impact traffic safety problems in Missouri. The group compiled all of the information in "Missouri's Blueprint for Safer Roadways." The membership of the Missouri Coalition of Roadway Safety (MCRS) voted to support "Missouri's Blueprint for Safer Roadways" as a guidance document for the state. Attached is a copy of this document for your information.

Missouri has lost more than 2,400 people on our roadways over the past two years. The goal set forth in the blueprint is **"less than 1000 fatalities per year by 2008."** In order to reach this goal, we need the support and assistance of safety advocates across the state. At the MCRS meeting, an Executive Committee was appointed and a number of sub-committees are planned to help address specific tasks.

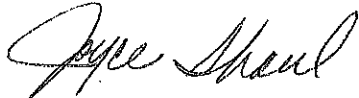
The Executive Committee saw no reason to appoint a DWI Committee when a Governor's Commission on DWI and Impaired Driving already exists. It is their desire to integrate the DWI Commission into the Blueprint process and touch on the expertise contained within this group. Your Chair, Mr. Charles Jackson has agreed to this plan.

Your name will be added to the list of MCRS members and mailings will be sent to you as information becomes available. I hope you will be willing to partner with other public and private safety advocates in reducing the number of people who die on our roadways each year.

Mr. Charles Jackson  
September 3, 2004  
Page 2

If you have any questions about the MCRS, the Blueprint document, or the process, please feel free to call or contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joyce Shaul".

Joyce F. Shaul  
Director

JFS:ks

Enclosure

Director Charles Jackson  
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## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** March 16, 2012

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** I-70 East Conference Rm., 1320 Creek Trail Dr., Jefferson City, Missouri

## AGENDA TOPICS



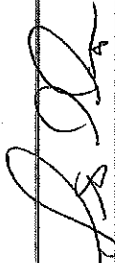
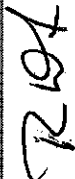


- Introductions
  - See sign-in sheet for members/guests present
- Graduation Requirements – Angie Plunkett
  - Handout provided with DWI Court graduation requirements
- Update on Limited Driving Privileges – Angie Plunkett and Chuck Gooch
  - Handout provided listed status of LDP's
- Municipal Court Reporting – Angie Plunkett
  - Handout provided with Municipal Division Statistics
- Municipal Court Reporting to Central Repository – Jackie Rogers
  - Spoke with Captain McGrail regarding this requirement and he will be scheduled to speak at the next meeting
- BAC Testing in Fatal Crashes – Jackie Rogers
- Total DWI Arrests (Downward Trend) – Jackie Rogers
  - Will schedule Ron Beck to attend next meeting to discuss data further
- DWI Information Sharing Grant Through NGA – James Klahr
  - James couldn't attend this meeting
- First Offender Legislation – Mike Boland
- Next Meeting Date
  - Next meeting scheduled for July 20, 2013

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

March 16, 2012 - 9:00 a.m. - 12:00 p.m.

170 Conference Room, 1320 Creek Trail Drive, Jefferson City, MO

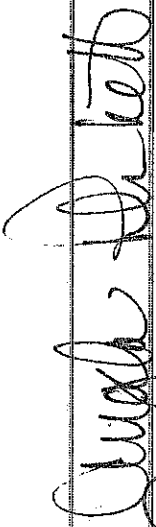

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Case	Kim	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Deets	Steve	Division of Alcohol and Drug Abuse	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

March 16, 2012 - 9:00 a.m. - 12:00 p.m.

H70 Conference Room 1320 Creek Trail Drive, Jefferson City, MO

First Name	Last Name	Agency	Signature
Luebbert	Chris	MoDOT Traffic and Highway Safety	
Lutner	Brian	MO Dept of Health and Senior Services	
Plunkett	Angie	Office of State Courts Administrators	
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	

# APPROVED DWI COURTS AND GRADUATION REQUIREMENTS

Circuit	County	Minimum Program Length	Aftercare Plan	Clean Time	Employed/School	Fees Pd	CS Hours	Require Sponsor	No Sanction	Additional Requirements
1 1st	Clark/Scotland	24 months	Yes	6 mo	Yes & GED	Yes	no req.			CS required by criminal case
2 2nd	Adair *	22 months		6 mo	Yes & GED	Yes	no req.	Yes		Journal up-to-date
3 6th	Platte	12-18 mos	Yes	6 mo	Yes or school	Yes	40 hrs		6 months	Write graduation statement
4 11th	St. Charles	12-18 mos		6 mo	Yes or school	Yes	40 hrs	Yes		Victim Impact Panel (VIP)
5 12th	Montgomery, Warren, Audrain	18 months	Yes	6 mo	Yes or school	Yes	60 hrs		3 months	Write graduation statement
6 13th	Boone	12 months	Yes	6 mo	Yes or school	Yes	no req.			Write graduation statement
7 13th	Callaway *	18 months	Yes	6 mo	Yes or school	Yes	40 hrs	Yes	1 year	
8 17th	Cass	18 months	Yes	6 mo	Yes & GED	Yes	60 hrs			Stable residence; VIP
9 19th	Cole	12 months	Yes	6 mo	Yes & GED	Yes	40 hrs	Yes		Stable residence; VIP
10 20th	Franklin, Osage, Gasconade	14 months		32 wks	Yes & GED	Yes	no req.	Yes		Journal; Life skills; Mentor
11 21st	St. Louis County	12-15 mos	Yes	6 mo	Yes & GED	Yes	40 hrs	Yes		Stable housing; VIP
12 23rd	Jefferson	12 months	Yes	90 days	Yes or school	Yes	no req.		60 days	
13 25th	Texas	18 months		10 mo	Yes & GED	Yes	40 hrs	Yes		
14 28th	Vernon *, Cedar *, Barton *	19 months	Yes	6 mo	Yes or school	Yes	30 hrs			Written request to graduate
15 31st	Greene	18 months	Yes	6 mo	Yes & GED	Yes	60 hrs	Yes		Stable housing; VIP
16 32nd	Cape Girardeau, Bollinger, Perry *	18 months	Yes	12 mo	no requirement	Yes	no req.		6 months	
17 35th	Dunklin, Stoddard *	21 months	Yes	6 mo	Yes & GED	Yes	no req.			
18 36th	Butler, Ripley	15 months	Yes	6 mo	Yes & GED	Yes	no req.			Stabilized housing; VIP
19 39th	Stone	18 months	Yes	6 mo	Yes & GED	Yes	150 hrs	Yes		Stable housing
20 39th	Barry *	18 months	Yes	6 mo	Yes & GED	Yes	150 hrs	Yes		Stable housing
21 40th	Newton	12 months	Yes	6 mo	Yes & GED	Yes	60 hrs	Yes		Stable housing; VIP
22 44th	Douglas *, Wright *, Ozark *	12 months		6 mo	Yes or school	Yes	40 hrs			
23 45th	Lincoln, Pike	12 months	Yes	6 mo	Yes or school	Yes	32 hrs	Yes		Prison tour; VIP; Pathway to Chg
<b>Not Approved to Issue LDP</b>										
5th	Buchanan	12 months	Yes	12 mo	Yes & GED	Yes	no req.	Yes	6 months	Attended training but have not submitted Plan of Operation
<b>ALL PROGRAMS REQUIRE SUCCESSFUL COMPLETION OF PROGRAM PHASES AND REQUIREMENTS</b>										
* Hybrid Adult Drug/DWI—indicates that the court accepts DWI cases into their Drug Court program										

Approved DWI Courts								As of March 1 2012			
Circuit	County	DWI Court Docket	Judge	Date Approved	LDP's Issued	LDP's Revoked	LDP's Suspended				
1st	Clark / Scotland	Stand-Alone	Karl DeMarce	01/13/12	0	0					
2nd	Adair	Hybrid	Russell E. Steele	01/13/12	0	0					
6th	Platte	Stand-Alone	Dennis Eckold	09/30/11	0	0					
11th	St. Charles	Stand-Alone	Phillip Ohlms	9/17/10 & 9/30/11	110	8	19				
12th	Montgomery	Stand-Alone	Awaiting Assignment	9/17/10 & 8/19/11	1	0					
12th	Warren	Stand-Alone	Awaiting Assignment	9/17/10 & 8/19/11	5	1					
12th	Audrain	Stand-Alone	Awaiting Assignment	08/19/11	0	0					
13th	Boone	Stand-Alone	Michael Bradley	05/13/11	12	0					
13th	Callaway	Hybrid	Carol England	09/30/11	1	0					
17th	Cass	Stand-Alone	William Collins	08/19/11	0	0					
19th	Cole	Stand-Alone	Patricia Joyce	09/30/11	3	0					
20th	Franklin	Stand-Alone	Stanley Williams	9/17/10 & 8/19/11	15	1					
20th	Osage/Gasconade	Stand-Alone	Robert Schollmeyer	08/19/11	0	0					
21st	St. Louis County	Stand-Alone	Barbara Wallace	09/30/11	0	0					
23rd	Jefferson	Stand-Alone	Darrell Missey	05/13/11	4	0					
25th	Texas	Stand-Alone	Douglas Gaston	05/13/11	0	0					
28th	Vernon	Hybrid	James Bickel	09/30/11	0	0					
28th	Cedar	Hybrid	James Bickel	09/30/11	0	0					
28th	Barton	Hybrid	James Bickel	09/30/11	0	0					
31st	Greene	Stand-Alone	Peggy Davis	09/17/10	48	6	1				
32nd	Cape Girardeau/Perry	Hybrid	Scott Lipke	08/19/11	0	0					
35th	Dunklin	Stand-Alone	Phillip Britt	05/13/11	3	0					
35th	Stoddard	Hybrid	Phillip Britt	05/13/11	0	0					
36th	Butler	Stand-Alone	John Bloodworth	9/17/10 & 9/30/11	1	0					
36th	Ripley	Stand-Alone	Tom Swindle	9/17/10 & 9/30/11	0	0					
39th	Stone	Stand-Alone	Alan Blankenship	05/13/11	5	0					
39th	Barry	Hybrid	Victor Head	09/30/11	1	0					
40th	Newton	Stand-Alone	Timothy Perigo	09/30/11	0	0					
44th	Douglas/Wright/Ozark	Hybrid	Robert C. Carter	01/13/12	0	0					
45th	Lincoln/Pike	Stand-Alone	James Sullivan	01/14/11	12	1					
Total					221	17	20				
		Hybrid indicates that the court accepts DWI cases into their Drug Court program									



Supreme Court  
State of Missouri

Office of State Courts  
Administrator

Fact Sheet #33  
October 2009

Donna Gaynor

Teresa Kroll

Denise Schnieders

Tina Senter

Joseph A. Vradenburg

## Municipal Division Statistics

Of the approximately 450 municipal court divisions in Missouri, more than 90 percent report statistics to the Supreme Court of Missouri's office of state courts administrator (OSCA)<sup>1</sup>. For each of the last two fiscal years, more than 1 million new cases were filed in Missouri municipal divisions, 80 percent of which resulted in a guilty outcome. Due to a combination of factors – including increased filings and low clearance rates – the pending case load in Missouri's municipal divisions has increased by more than 40 percent during the past five fiscal years, including an even larger percentage increase in backlogged alcohol- and drug-related traffic cases. Over the last two fiscal years, overall municipal division collections – and, accordingly, disbursements – have decreased, including those for crime victims compensation and domestic violence shelter funds.

### Background

#### Court Operating Rule #4

In 2003, the Supreme Court of Missouri amended Court Operating Rule (COR) 4, pertaining to a uniform record keeping system, to require Missouri's municipal divisions to submit monthly statistics reports to OSCA beginning July 1, 2004.<sup>2</sup> In addition, COR 4 requires each municipal division to submit monthly reports to its municipal government, the Missouri Department of Revenue and the Missouri State Highway Patrol.

From fiscal 2005 through fiscal 2009, the number of reporting municipal divisions increased by 24 percent. Since fiscal 2005, municipal division statistics have been published in OSCA's annual *Missouri Judicial Report Supplement* (MJRS), available in the statistics section of the Your Missouri Courts Web site, [www.courts.mo.gov](http://www.courts.mo.gov).

#### Municipal Divisions in Missouri

Pursuant to section 479.060 RSMo, municipal divisions can operate within one of three basic structures:

- Municipally funded court division, judge(s) and clerk(s);
- Municipally funded court division and clerk(s) and a state-funded associate circuit judge; or
- Municipal cases filed in the state-funded associate division of the circuit court.

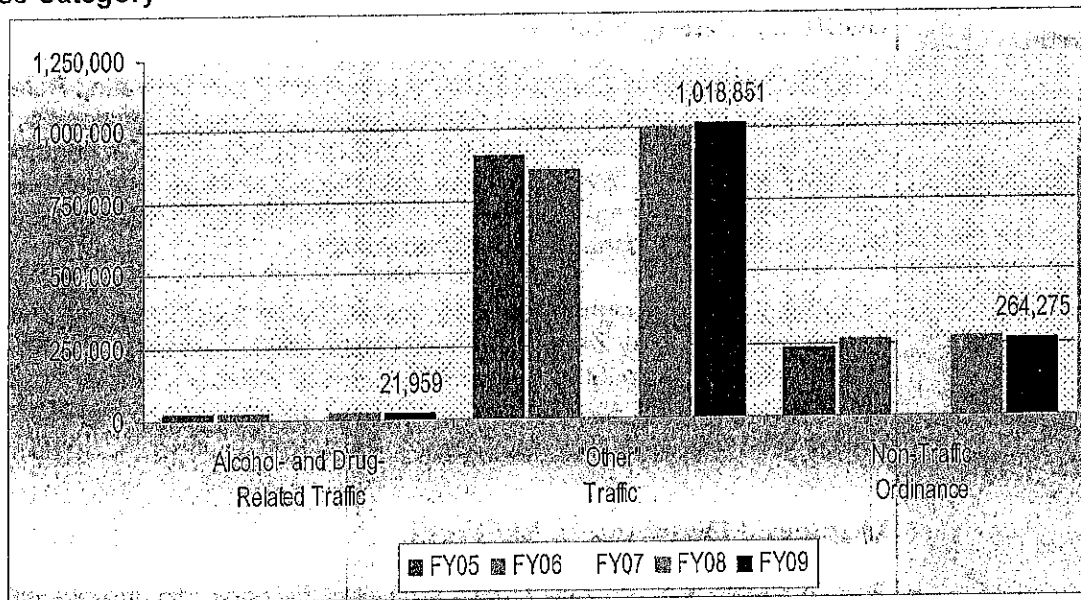
During fiscal 2009, there were almost 420 municipal divisions in Missouri reporting monthly statistics. An additional 40 active municipal divisions do not report monthly statistics. Approximately 150 municipalities do not maintain a court division, instead filing their cases in the associate division of the circuit court.<sup>3</sup>

## Case Filings

Excluding parking violations, municipal filings are reported in one of three categories: alcohol- and drug-related traffic, "other" traffic, and non-traffic ordinance.<sup>4,5</sup> [Figure 1] In fiscal 2009, almost 80 percent of the filings in municipal divisions were for "other" traffic violations, while less than 2 percent were for the potentially more serious alcohol- and drug-related traffic violations. Non-traffic ordinance violations accounted for 20 percent of filings.

From fiscal 2005 through fiscal 2009, the number of reported filings in municipal divisions increased by more than 145,000, or 12 percentage points. This includes a 13-percent increase in "other" traffic and non-traffic ordinance filings, but only an 8-percent increase in alcohol- and drug-related traffic filings. However, in the last two fiscal years, overall filings increased by only 1 percent, while alcohol- and drug-related traffic and non-traffic ordinance filings actually decreased, by 0.2 percent and 2 percent, respectively.<sup>6</sup>

**Figure 1. Fiscal 2005 through Fiscal 2009: Reported Filings in Municipal Divisions, by Case Category<sup>7,8</sup>**



## Case Dispositions

In fiscal 2009, 80 percent of reported municipal dispositions resulted in a guilty outcome (i.e., guilty plea, payment of fines or costs, or decision by a judge). [Table 1] Slightly fewer than 20 percent of dispositions were dismissals, either by the court or by the municipal prosecutor. Alcohol- and drug-related traffic cases had the highest percentage of guilty outcomes (84 percent), followed by "other" traffic (81 percent) and then non-traffic ordinance (73 percent). Conversely, non-traffic ordinance cases had the highest percentage of dismissal (26 percent), in part due to the higher proportion of cases dismissed by the prosecutor.

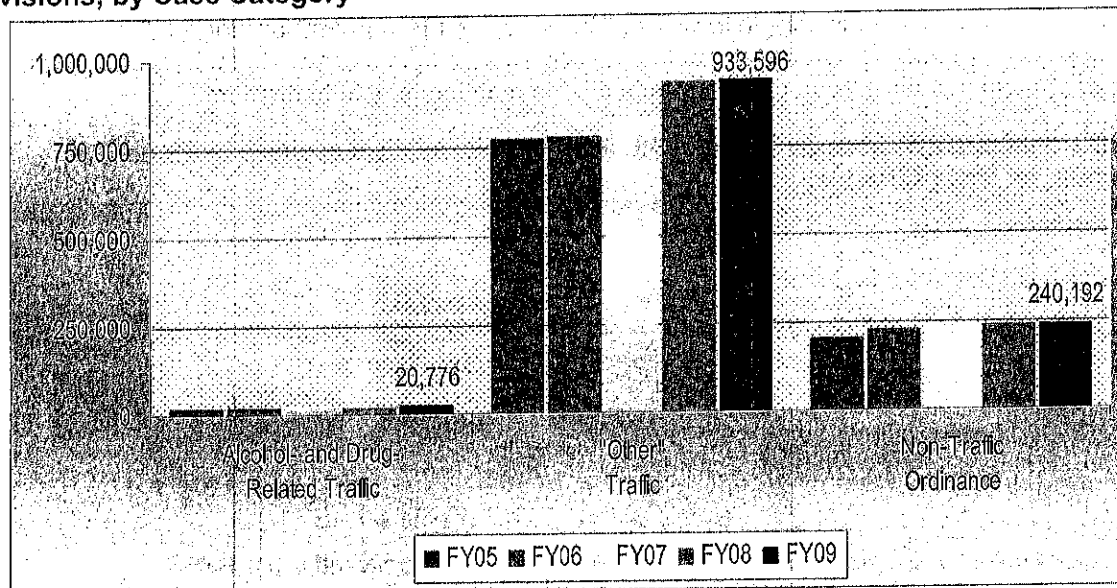
**Table 1. Fiscal 2009: Reported Dispositions in Municipal Divisions, by Case Category**

Disposition Type	Alcohol- & Drug-Related Traffic	Other Traffic	Non-Traffic Ordinance	Total Dispositions
Guilty Plea	76%	46%	54%	48%
Violations Bureau Citation	6%	31%	14%	27%
Trial by Judge - Guilty	3%	4%	5%	5%
Trial by Judge - Not Guilty	1%	1%	1%	1%
Dismissed by Court	6%	11%	11%	11%
Dismissed by Prosecution	7%	7%	15%	8%
Other Disposition	1%	0%	1%	0%

*Other Dispositions include – but are not limited to – municipal jury trial (Springfield only), certification to Circuit Court, death of defendant, etc.*

From fiscal 2005 through fiscal 2009, the number of reported dispositions in municipal divisions increased by almost 200,000, or 19 percent. [Figure 2] However, in the last two fiscal years, overall dispositions increased by less than 1 percent.

**Figure 2. Fiscal Year 2005 through Fiscal 2009: Reported Dispositions in Municipal Divisions, by Case Category**



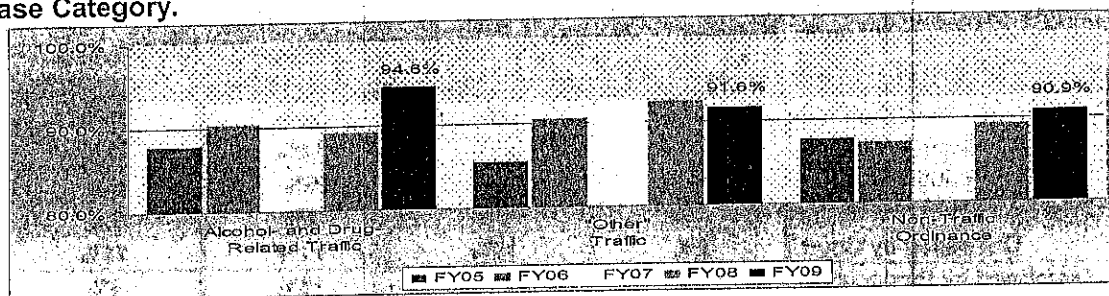
*Case counts reflect most recent data and so may differ from those published in the MJRS. Data do not include violations processed by the Fine Collection Center.*



## Clearance Rates

From fiscal 2005 through fiscal 2009, the overall clearance rate in municipal divisions increased by 6 percent.<sup>9</sup> [Figure 3] The largest increase was in alcohol- and drug-related traffic cases (8 percent), followed by "other" traffic (7 percent) and then non-traffic ordinance (4 percent). With clearance rates of less than 100 percent, cases are accumulating in the municipal divisions' backlog.

**Figure 3. Fiscal 2005 through Fiscal 2009: Clearance Rates in Municipal Divisions, by Case Category.**

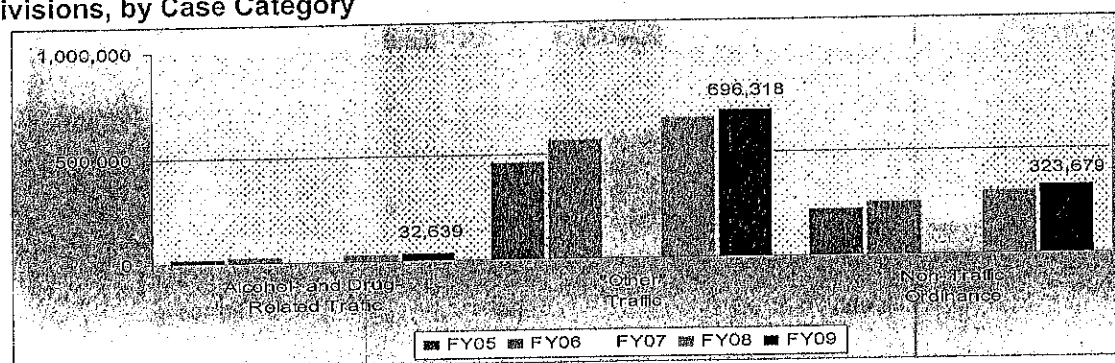


## Pending Caseload

At the end of fiscal 2009, there were more than 1 million pending cases in Missouri's municipal divisions. [Figure 4] Almost two-thirds of these were "other" traffic cases, while slightly fewer than one-third were non-traffic ordinance cases and about 3 percent alcohol- and drug-related traffic cases.

From fiscal 2005 through 2009, the reported number of pending cases in the municipal divisions increased by more than 350,000 (or 43 percentage points), due at least in part to clearance rates of less than 100 percent. Proportionally, the largest increase was in alcohol- and drug-related traffic cases (64 percent), followed by "other" traffic (44 percent) and non-traffic ordinance (40 percent). Recently, alcohol- and drug-related traffic cases – in which attorneys, contested motions and trials are more common – have taken longer to resolve.

**Figure 4. Fiscal 2005 through Fiscal 2009: Reported Pending Caseload in Municipal Divisions, by Case Category**

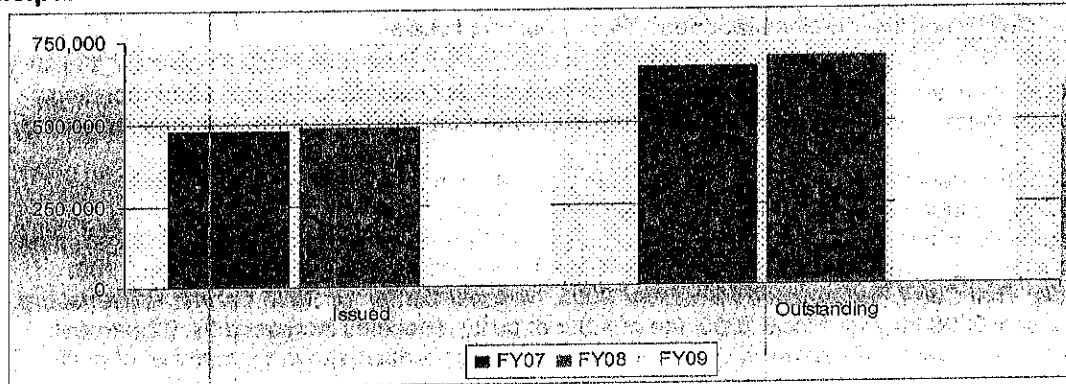


*Case counts reflect most recent data and so may differ from those published in the MJRS.*

## Warrants

From fiscal 2007 through fiscal 2009, the reported number of issued warrants increased by 2 percent, while the number of outstanding warrants increased by double this, or 4 percent. [Figure 5] For every warrant issued during fiscal 2009, there were 1.4 warrants outstanding at the end of the fiscal year.

**Figure 5. Fiscal 2007 through Fiscal 2009: Reported Issued and Outstanding Warrants in Municipal Divisions**



## Collections

Municipal division collections are disbursed to the municipality, the Missouri Department of Revenue and the Missouri Department of Public Safety. In fiscal 2009, the three largest discrete collection categories were fines (71 percent of the total), clerk/court fees (9 percent) and the crime victims compensation fund (5 percent). [Table 2] In the last two fiscal years, overall collections decreased by almost 2 percentage points.<sup>10</sup> Collections decreased for fines, clerk/court fees, crime victims compensation, and the domestic violence shelter surcharge. However, collection increased for the remaining, generally smaller funds.

**Table 2. Fiscal 2008 through Fiscal 2009: Reported Net Collections in Municipal Divisions, by Fund Type.**

Fund	FY08	FY09	Value Change	Percent Change
Fines	\$85,836,240	\$83,898,331	-\$1,937,910	-2.3%
Clerk / Court Fee	\$12,112,075	\$10,962,300	-\$1,149,776	-9.5%
Peace Officer Standards & Training Fund Surcharge	\$939,628	\$961,808	\$22,180	2.4%
Crime Victims Compensation Fund Surcharge	\$6,258,843	\$5,900,241	-\$358,602	-5.7%
Law Enforcement Training Fund Surcharge	\$1,525,021	\$1,564,624	\$39,603	2.6%
Domestic Violence Shelter Surcharge	\$1,120,468	\$1,105,906	-\$14,563	-1.3%
Inmate Security Fund Surcharge	\$428,480	\$496,834	\$68,354	16.0%
Restitution	\$547,503	\$578,320	\$30,816	5.6%
Other (i.e., fees/costs for service, jail, etc.)	\$6,899,081	\$7,605,549	\$706,468	10.2%
Revenue received for Parking Tickets	\$1,682,034	\$1,600,655	-\$81,379	-4.8%
Bond Forfeitures (not used for fees/costs)	\$2,959,248	\$3,503,161	\$543,913	18.4%
Judicial Education Fund	\$118,830	\$123,517	\$4,686	3.9%
<b>Total</b>	<b>\$120,327,462</b>	<b>\$118,301,244</b>	<b>-\$2,026,218</b>	<b>-1.7%</b>

5

## Endnotes

<sup>1</sup> Kansas City is the only major municipality not reporting statistics to OSCA.

<sup>2</sup> Supreme Court Operating Rule 4 -- Uniform Record Keeping System. (Approved for publication Aug. 21, 1995; amended Dec. 23, 2003, effective Jan. 1, 2004.)

<sup>3</sup> Municipal cases filed in the circuit court are referred to as ordinance cases and are reported as part of the circuit court's caseload. These cases are NOT included in this analysis.

<sup>4</sup> Municipal Clerk Manual, 9th Revision (Effective 2007), Court Services Division, Office of State Courts Administrator. Jefferson City, Mo.

<sup>5</sup> In fiscal 2009, municipal divisions reported 116,010 parking tickets.

<sup>6</sup> The impact of the 24-percent increase in municipal division reporting (see Page 1) on court statistics is problematic because: 1) much of this increase is among smaller municipalities with correspondingly smaller case loads; and 2) this analysis uses data that have been updated since they originally were reported.

<sup>7</sup> Case counts reflect most recent data and so may differ from those published in the MJRS.

<sup>8</sup> Data do not include violations processed by the Fine Collection Center.

<sup>9</sup> The clearance rate is defined as the number of disposed cases as a proportion of the number of newly filed cases during a specified time period, or as: Clearance Rate = (Dispositions ÷ Filings) \* 100.

*CourTools: Trial Court Performance Measures. 2005. National Center for State Courts. Williamsburg, Va.*

<sup>10</sup> From Fiscal 2008 through Fiscal 2009, the number of guilty outcomes increased by 1.2 percent, suggesting the apparent decrease in collections was not due to a decrease in the number of guilty outcomes.

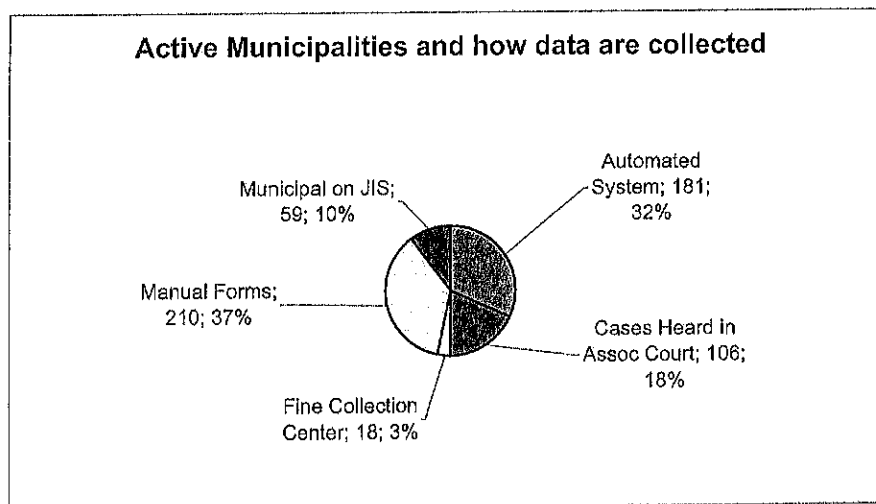
## FY 2011 - Municipal Division Caseload

Municipal divisions in Missouri can operate within one of three basic structures pursuant to section 479.060 RSMo:

1. Municipal funded court facility with municipal judge(s) (either lawyer or non-lawyer) and municipal clerk(s).
2. Municipal funded clerk(s) with cases processed and managed by the clerk(s) but heard by a state funded associate judge.
3. Municipal cases filed and heard through the associate division, where the judge and the clerk(s) are funded by the state.

The data in this section are for municipal divisions which operate under the first and second types of structures. The municipal divisions reported monthly to OSCA using the Municipal Division Summary Reporting Form or using JIS.

Municipal divisions which operate under the third type of structure report data through the Justice Information System (JIS). "Ordinance" cases in the Circuit Court sections of this supplement.



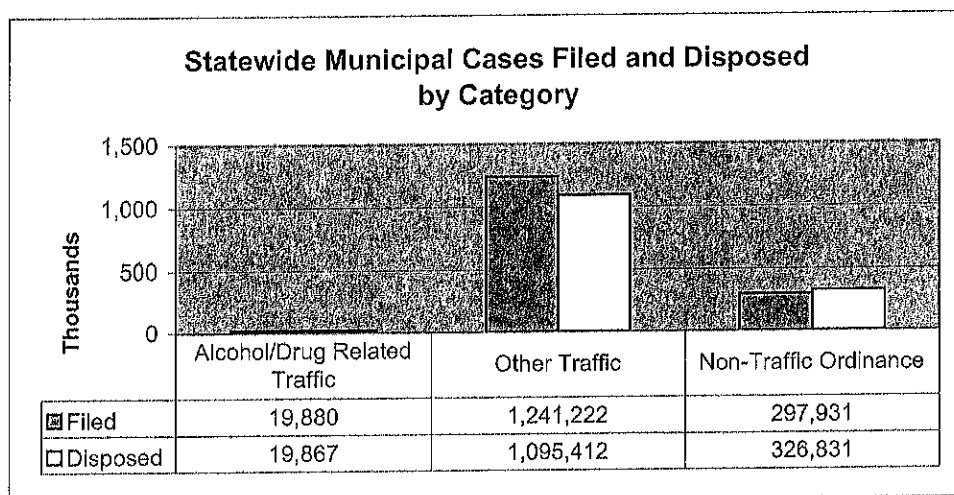
Automated System - Municipal divisions using an approved case management system that meets the guidelines for Court Operating Rules 1, 2 and 4.

Cases Heard in Assoc Court - Municipal tickets are processed through the associate/circuit divisions.

Manual Forms - Municipal divisions who submit monthly data on forms.

Fine Collection Center (FCC) - Municipal traffic tickets handled by the Fine Collection Center.

Municipal on JIS - Municipal divisions using the Justice Information System (JIS)



**Table 1**  
**Judicial Caseload Summary, FY 2011**

**SUPREME COURT**

<u>Case Type</u>	<u>Filed</u>	<u>Disposed</u>
Appeals	73	62
Writs	242	243
Applications to Transfer	378	388
Supervisory Matters	162	153
<b>Total</b>	<b>855</b>	<b>846</b>

**COURT OF APPEALS**

<u>Case Type</u>	<u>Filed</u>	<u>Disposed</u>	<u>Pending End</u>
Appeals	3,608	3,667	2,813
Writs	441	446	17
<b>Total</b>	<b>4,049</b>	<b>4,113</b>	<b>2,830</b>

**CIRCUIT COURT**

<u>Case Type</u>	<u>Filed</u>	<u>Disposed</u>	<u>Pending End</u>
<b>Civil</b>			
Circuit Civil	34,253	33,733	32,392
Domestic Relations	110,536	108,180	41,121
Associate Civil	222,672	227,028	59,300
Small Claims	10,886	11,060	2,483
<b>Total</b>	<b>378,247</b>	<b>379,991</b>	<b>135,296</b>
<b>Criminal</b>			
Circuit Felony	40,879	40,537	22,814
Associate Felony	54,427	53,403	31,994
Misdemeanors	110,625	113,283	118,792
Traffic	141,922	140,311	130,344
Ordinance	20,247	19,037	8,761
Municipal Cert./TDN	2,158	2,204	1,275
<b>Total</b>	<b>370,258</b>	<b>368,775</b>	<b>313,980</b>

**Juvenile Division\*** 17,470 14,294 20,023

\* Juvenile dispositions do not include supplemental cases because dispositions are no longer reported until court jurisdiction is terminated.

<b>Probate Division</b>			
Decedents' Estates	4,371	4,345	10,986
Incap./Disabled Estates	3,093	2,389	27,529
Minors' Estates	3,612	2,882	20,572
Mental Health Petitions	1,548	1,777	675
Probable Cause Petitions	20	29	104
<b>Total</b>	<b>12,644</b>	<b>11,422</b>	<b>59,866</b>

**TOTAL CIRCUIT** 778,619 774,482 529,165

**MUNICIPAL DIVISION**

	<u>Filed</u>	<u>Disposed</u>	<u>Pending End</u>
Alcohol/Drug Related Traffic	19,880	19,867	41,253
Other Traffic	1,241,222	1,095,412	1,188,483
Non-Traffic Ordinance	297,931	326,831	467,130
<b>Total</b>	<b>1,559,033</b>	<b>1,442,110</b>	<b>1,696,866</b>

**FINE COLLECTION CENTER**

	<u>Filed</u>	<u>Disposed</u>	<u>Pending End</u>
Traffic	219,080	218,078	12,727
Conservation	5,269	5,227	461
Watercraft	1,339	1,414	90
Municipal	2,056	2,129	56
<b>Total</b>	<b>227,744</b>	<b>226,848</b>	<b>13,334</b>

**Table 94**  
**Municipal Division, FY 2011**  
**Cases Filed, Disposed, and Pending**

Circuit	County	Municipality	# of Months on file for FY11	Alcohol/Drug Related Traffic			Other Traffic			Non-Traffic Ordinance			Parking Tickets Issued
				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
02	ADAIR LEWIS	Kirksville	12	29	30	21	1,006	977	167	661	567	239	X
		Canton	12	4	3	1	197	188	12	98	95	10	X
		LaGrange	12	16	11	7	46	44	13	79	74	8	X
03	GRUNDY HARRISON	Trenton	12	21	16	10	158	152	27	267	229	59	X
		Bethany	12	20	21	15	47	53	25	128	129	158	3
		Gilman	12	0	0	0	0	0	0	31	26	7	0
		* Ridgeway	4	0	0	0	11	10	1	0	0	0	0
	MERCER PUTNAM	Princeton	12	0	0	0	0	0	0	0	0	0	0
		** Unionville	6	5	5	1	53	54	9	21	16	6	X
04	ATCHISON	Fairfax	12	0	0	0	0	2	0	1	0	1	X
		Rock Port	12	10	9	15	130	130	23	78	58	38	4
		* Tarkio	12	50	53	14	283	349	76	137	152	55	2
	GENTRY	Albany	12	0	0	7	0	0	6	1	0	6	X
		Kling City	12	0	0	0	89	100	2	0	0	0	16
		Stanberry	12	0	0	0	1	2	0	0	0	1	0
		Maryville	12	60	72	80	718	754	159	1,100	920	475	588
	NODAWAY WORTH	Grant City	12	0	0	0	0	0	0	0	0	1	0
05	BUCHANAN	Easton	12	0	0	0	1	3	6	3	4	3	X
		St. Joseph	12	186	171	412	9,187	9,341	8,103	7,020	6,900	4,384	174
06	PLATTE	Camden Point	12	0	0	0	22	23	4	0	0	0	X
		Dearborn	0	0	0	0	0	0	0	0	0	0	0
		Edgerton	12	0	0	0	10	10	0	8	8	0	0
		Ferrel View	12	1	30	0	404	471	37	66	64	14	0
		Houston Lake	12	0	0	0	5	3	2	2	2	0	0
		Lake Waukomis	12	2	2	0	370	340	45	58	57	1	0
		Northmoor	12	1	2	4	418	474	308	108	103	155	X
		Parkville	12	44	20	158	1,246	1,260	928	334	329	815	77
		Platte City	12	29	35	24	1,360	1,210	817	150	146	136	X
		Platte Woods	12	26	13	15	1,089	572	670	106	26	85	X
		Riverside	12	41	48	38	1,529	1,841	1,061	668	726	673	X
		# Tracy	12	0	1	1	306	404	83	47	53	64	0
		Weatherby Lake	12	1	4	3	305	297	191	46	40	55	1
		* Weston	12	2	0	3	538	634	143	48	53	14	0
07	CLAY	Claycomo	12	312	353	687	1,922	1,840	1,209	1,534	1,277	1,927	X
		Excelsior Springs	12	51	67	25	1,699	1,707	1,061	949	988	653	X
		Gladstone	12	137	159	196	10,360	10,108	6,850	2,619	2,260	1,634	86
		Holt	12	10	10	4	394	405	108	27	29	19	X
		Kearney	12	37	32	64	956	1,125	611	189	193	81	10
		Liberty	12	139	137	440	4,873	4,736	5,187	1,880	1,592	3,589	385
		Mosby	12	27	14	16	1,225	1,132	266	33	29	6	0
		N. Kansas City	12	54	84	180	2,994	2,923	2,577	539	515	1,193	807
		Oakview	12	9	12	23	1,247	1,161	660	610	624	706	X
		Pleasant Valley	12	69	71	123	2,717	2,454	1,819	1,096	874	914	1
		Randolph	12	39	13	26	5,078	1,940	3,138	1,240	196	1,042	X
		Smithville	12	41	91	290	1,657	1,966	1,829	246	407	503	X
08	CARROLL RAY	Carrollton	12	2	3	0	92	106	17	56	58	14	X
		Flomig	12	0	0	0	28	19	9	1	0	1	X
		Hardin	12	0	0	0	41	21	29	0	4	2	X
		Henrietta	12	0	0	0	109	160	37	12	16	10	2
		Lawson	12	3	3	0	227	229	84	49	47	21	1
		Orriok	12	14	10	5	95	90	16	25	13	13	0
		Richmond	12	31	34	82	560	540	410	631	590	594	4
09	CHARITON LINN	Salisbury	12	0	0	0	51	46	6	17	16	1	X
		Brookfield	12	6	7	4	174	170	10	248	251	16	9
		Browning	12	1	1	0	10	13	1	4	2	2	0
		Bucklin	12	0	0	0	5	5	0	0	0	0	1
	SULLIVAN	Marceline	12	4	3	3	76	73	12	65	61	14	X
		Green City	12	0	0	0	99	88	4	1	1	0	0
10	MARION	Hannibal	12	1	1	8	4,932	4,611	1,344	3,301	2,822	1,517	50
		Palmyra	12	23	26	21	633	623	176	167	151	42	2
	MONROE	* Monroe City	6	1	2	0	68	64	24	43	41	3	X

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**Table 94**  
**Municipal Division, FY 2011**  
**Cases Filed, Disposed, and Pending**

Circuit	County	Municipality	# of Months on file for FY11	Alcohol/Drug Related Traffic			Other Traffic			Non-Traffic Ordinance			Parking Tickets Issued
				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
11	ST CHARLES	Augusta	12	0	0	0	54	52	92	2	0	63	4
		Cottleville	12	73	75	39	1,321	1,105	611	729	540	614	15
		Dardanne Prairie	12	6	9	7	1,883	1,715	915	233	194	297	10
		Foristell	12	63	28	116	2,985	2,779	2,709	300	235	1,108	44
		Lake St. Louis	12	67	65	23	2,377	2,223	2,226	872	945	1,175	72
		New Melle	12	13	3	22	994	547	1,492	115	72	235	1
11	ST CHARLES	O'Fallon	12	148	186	173	11,223	10,159	1,675	4,856	4,367	1,557	372
		St. Charles	12	307	150	649	7,057	6,340	6,662	4,742	4,898	3,410	4,290
		Ordinance	12	144	183	118	3,571	5,554	2,598	1,033	988	527	0
		St. Peters	12	196	30	2,290	19,184	16,801	7,328	3,778	3,626	2,440	169
		Weldon Spring	12	25	22	10	732	642	220	115	52	117	X
		Wentzville	12	117	11	356	6,383	259	15,738	2,439	293	6,545	382
12	AUDRAIN	Martinsburg	12	0	0	0	43	27	0	9	8	0	0
		♣ Mexico	12	0	0	0	698	763	113	201	164	200	157
		Vandalia	12	5	4	2	142	139	44	92	84	15	0
	MONTGOMERY	♣ Montgomery City	12	3	10	5	111	164	59	98	163	39	0
		# New Florence	8	2	2	0	111	162	86	35	30	27	0
		Wellsville	12	2	2	5	358	314	76	39	46	0	0
	WARREN	Warrenton	12	92	82	41	4,091	4,470	651	1,575	1,689	724	29
		Wright City	12	9	11	17	636	641	323	358	292	246	X
	BOONE	Columbia	12	402	427	356	12,423	13,048	1,637	3,948	4,756	507	68,553
		Hallsville	12	0	0	0	237	261	18	19	18	3	2
	CALLAWAY	Auxvasse	12	0	0	1	119	123	11	7	6	3	X
		♣ Fulton	12	0	0	0	564	642	374	373	352	108	2,097
		# Holts Summit	12	38	36	26	487	620	255	87	93	55	1
		New Bloomfield	12	0	0	0	124	125	35	0	0	0	0
14	HOWARD	Fayette	12	18	14	92	118	112	478	97	99	591	226
		Glasgow	12	0	0	0	32	38	1	13	12	4	0
	RANDOLPH	Huntsville	12	4	3	1	22	22	1	12	13	3	0
		♣ Moberly	12	16	30	11	888	1,022	112	559	586	173	0
15	LAFAYETTE	Alma	12	1	1	1	16	9	8	0	2	1	X
		Bates City	0	0	0	0	0	0	0	0	0	0	0
		Concordia	12	17	18	1	133	128	10	71	63	17	X
		♣ Higginsville	12	34	48	33	374	429	286	282	283	211	0
		Lake Lafayette	12	0	0	8	6	8	5	42	40	45	X
		Lexington	12	10	12	9	258	269	84	251	257	36	X
		Napoleon	0	0	0	0	0	0	0	0	0	0	X
		♣ Odessa	12	9	13	9	436	367	216	163	170	54	0
		Waverly	12	0	0	0	166	165	9	0	0	0	X
		Wellington	12	0	0	0	21	21	3	11	15	0	X
	SALINE	Blackburn	12	0	1	1	54	53	11	2	1	1	X
		Marshall	12	133	113	129	1,304	1,250	883	682	569	741	X
		Slater	12	2	1	1	85	79	8	108	107	4	X
		Sweet Springs	12	5	5	1	81	93	4	29	27	9	X
16	JACKSON	Blue Springs	12	239	358	180	9,872	9,683	3,586	2,316	2,151	3,902	X
		Buckner	12	22	15	12	2,297	1,714	784	477	312	271	X
		Grain Valley	12	152	184	215	1,532	1,293	568	223	220	23	0
		Grandview	12	416	309	813	6,211	5,690	4,346	4,014	3,921	2,551	0
		Greenwood	12	7	7	40	744	672	523	28	41	66	X
		Independence	12	388	559	7,427	33,742	40,425	65,689	7,874	9,063	34,293	1,290
		Jackson County	12	282	233	158	9,163	9,594	1,140	1,350	1,396	289	12
		Kansas City	12	1,355	1,456	1,311	181,198	162,568	N/A	23,590	93,935	N/A	103,698
		♣ Lake Lotawana	12	20	33	25	640	933	765	37	51	59	0
		Lake Tapawingo	12	3	2	8	1,127	977	744	272	183	509	X
		Lee's Summit	12	279	445	27	10,827	12,579	1,915	3,935	4,110	1,917	0
		Lone Jack	12	7	8	27	2,473	2,536	912	10	5	34	3
		Oak Grove	12	37	45	40	1,431	1,376	1,164	488	500	754	0
		Raytown	12	103	89	73	3,726	2,810	4,936	5,587	4,195	3,149	X
		* River Bond Village	1	1	0	1	27	5	22	6	0	6	0
		Sugar Creek	12	11	47	36	2,778	2,530	1,022	331	248	230	6

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**Municipal Division, FY 2011**  
**Cases Filed, Disposed, and Pending**

Circuit	County	Municipality	# of Months on file for FY11	Alcohol/Drug Related Traffic			Other Traffic			Non-Traffic Ordinance			Parking Tickets Issued
				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
17	CASS	Belton	12	171	191	180	7,081	7,099	4,267	1,355	1,355	934	X
		Garden City	12	14	10	51	494	485	85	37	52	60	X
		Harrisonville	12	112	79	40	1,583	1,402	704	1,263	1,108	977	X
		Lake Winnebago	12	96	103	42	1,917	2,226	77	328	377	105	X
		Poculcar	12	52	58	70	1,864	1,981	921	643	546	1,193	X
		Pleasant Hill	12	75	97	141	574	607	276	427	421	503	X
		Raymore	12	75	79	91	2,169	1,846	1,154	1,130	1,038	631	X
		Knob Noster	12	13	19	15	347	348	140	65	65	82	0
		Warrensburg	12	110	162	128	2,650	2,588	2,014	1,083	967	1,580	300
18	PETTIS	La Monte	12	1	1	0	73	41	36	32	30	11	X
		♦ Sedalia	12	25	26	34	1,483	2,592	1,180	1,362	1,142	1,047	0
		Smithton	12	0	0	0	37	19	20	0	0	0	0
19	COLE	† Jefferson City	12	83	75	82	9,993	10,457	2,060	654	585	990	2
		Russellville	12	0	0	0	4	5	0	2	2	0	X
20	FRANKLIN	♦ Gerald	12	61	48	35	760	1,004	312	125	112	78	0
		# New Haven	12	14	10	10	56	84	43	107	102	118	0
		Pacific	12	13	15	11	1,580	1,670	576	256	259	141	29
		# St. Clair	12	71	64	80	819	859	688	282	198	144	6
		Sullivan	12	13	23	16	126	128	152	651	573	668	X
		♦ Union	12	203	163	189	1,635	1,655	833	207	210	139	225
		Washington	12	94	80	114	3,459	2,920	5,377	791	496	3,045	124
		Bland	12	0	1	0	121	143	42	44	36	22	0
		Gasconade	0	0	0	0	0	0	0	0	0	0	0
		Hermann	12	0	1	1	266	232	50	102	96	32	25
		Owensville	12	25	25	1	103	110	5	154	159	8	X
		Rosebud	12	0	0	0	53	32	21	13	4	9	X
21	ST LOUIS COUNTY	Ballwin	12	50	66	25	7,131	7,021	1,827	1,018	962	840	X
		♦ Bolla Villa	12	20	38	33	4,422	5,632	3,260	196	102	387	0
		Boltonfontaine Nghbrs	12	24	37	47	4,085	3,975	3,224	567	533	577	52
		Bellerive Acres	12	1	0	1	553	355	350	23	8	29	0
		Bel-Nor	12	0	4	8	740	999	2,089	388	421	1,315	48
		Bel-Ridge	12	41	46	47	5,146	5,942	5,013	420	561	1,820	X
		Berkeley	12	41	30	114	12,104	10,429	16,605	934	939	1,869	0
		Beverly Hills	12	27	22	81	4,155	3,849	7,158	925	701	2,697	0
		Black Jack	12	0	0	0	894	820	1,385	417	346	706	221
		Breckenridge	12	51	41	83	3,376	4,463	6,510	1,920	2,201	5,310	97
		Brentwood	12	17	17	19	5,059	4,715	3,677	276	208	274	139
		Bridgeton	12	30	34	30	1,901	2,133	1,447	1,098	1,082	958	64
		Calverton Park	12	7	5	63	3,305	2,935	4,429	1,446	842	3,769	33
		# Charlack	12	72	49	119	4,204	3,075	3,664	481	278	270	17
		Chesterfield	12	151	144	104	10,849	9,743	3,405	2,421	1,790	3,475	316
		Clarkson Valley	12	12	18	11	1,830	2,201	626	291	223	216	X
		Clayton	12	101	89	59	8,045	7,926	3,740	1,069	1,118	1,104	35,372
		Cool Valley	12	0	5	21	1,957	1,342	10,074	875	415	6,010	40
		† Country Club Hills	12	12	9	15	1,365	1,428	1,266	173	209	165	1
		Crestwood	12	13	23	9	2,260	2,015	1,231	616	639	1,117	99
		Creve Coeur	12	200	236	191	18,591	18,237	7,797	1,137	849	1,168	332
		Dellwood	12	7	7	15	1,750	1,780	6,848	1,002	964	2,027	806
		Des Peres	12	83	51	26	3,075	3,134	942	960	870	684	146
		Edmundson	12	8	6	38	4,688	4,133	1,311	470	563	1,431	62
		Ellisville	12	40	38	20	8,375	7,697	3,131	412	379	288	0
		Eureka	12	34	40	30	1,369	1,483	801	405	477	296	X
		Fenton	12	50	59	81	4,079	4,066	643	790	806	147	116
		Ferguson	12	23	24	138	9,070	5,831	35,734	10,114	6,034	28,947	137
		Florissant	12	123	150	251	29,154	27,536	22,969	2,763	1,762	4,329	0
		Frontenac	12	86	71	63	3,505	3,224	2,558	100	109	150	X
		Glendale	12	10	12	5	1,349	1,507	267	67	74	20	627
		Grantwood	12	0	0	0	117	144	36	22	23	13	0
		Greendale	12	2	9	6	384	1,124	2,009	538	975	2,064	9
		Hanley Hills	12	0	0	0	936	910	624	409	434	264	43
		Hazelwood	12	41	63	38	14,376	14,123	6,437	3,224	3,780	2,280	0
		* Hillsdale	3	9	5	8	1,157	528	866	195	129	49	6
		Jennings	0	0	0	0	0	0	0	0	0	0	0

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				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
21	ST LOUIS COUNTY	Kinloch	12	3	3	3	1,765	1,176	1,096	128	92	201	0
		Kirkwood	12	85	98	68	4,067	3,835	1,445	875	854	565	1,786
		Ladue	12	75	96	72	5,076	5,260	2,286	177	172	184	X
		Lakeshire	12	0	0	0	441	390	106	17	9	29	X
		Manchester	12	85	107	161	1,470	1,585	1,474	714	436	990	534
		Maplewood	12	20	19	12	10,456	9,605	6,448	4,065	3,212	5,843	1,217
		Marlbrough	12	24	25	77	1,041	1,189	2,769	139	142	319	46
		Maryland Heights	12	487	401	627	11,793	9,751	11,500	7,207	5,556	16,288	209
		Moline Acres	12	14	6	68	8,133	8,756	9,977	292	256	612	101
		Normandy	12	1	3	59	4,850	2,718	10,210	1,295	521	4,229	0
		Northwoods	12	4	5	63	4,990	3,628	17,940	1,660	1,037	6,583	219
		Oakland	12	7	8	7	741	862	345	11	14	17	0
		Olivette	12	27	28	15	3,040	2,915	1,192	422	494	252	0
		Overland	12	203	199	291	2,916	2,477	1,488	3,842	3,169	4,549	205
		Pagedale	12	9	6	39	2,979	2,721	9,620	588	763	8,100	0
		Pasadena Hills	3	0	0	0	14	19	43	10	18	0	X
		Pine Lawn	12	27	30	436	13,710	12,623	24,896	6,332	3,892	16,583	76
		Richmond Heights	12	18	17	20	8,028	7,861	2,763	1,503	1,499	2,110	1,070
		Riverview	12	2	10	54	2,240	2,239	12,512	1,183	951	5,328	0
		Rock Hill	12	33	25	14	4,040	4,225	846	206	150	227	184
		Shrewsbury	12	21	23	10	3,558	3,507	1,334	254	279	332	X
		St. Ann	12	41	63	112	14,552	13,256	9,823	2,027	1,693	1,407	78
		St. George	12	7	8	16	244	452	262	21	34	12	0
		St. John	12	166	139	302	12,407	9,324	14,978	2,811	1,998	3,433	0
		St. Louis County	12	807	354	4,294	83,515	22,198	125,051	4,996	2,637	10,865	3,252
		Sunset Hills	12	56	61	33	3,661	3,450	1,861	126	123	134	0
		Sycamore Hills	12	9	3	13	368	319	284	70	47	59	0
		Town & Country	12	392	363	337	6,594	7,139	2,674	233	280	256	0
		University City	12	74	60	95	6,025	5,364	5,165	3,821	3,423	7,120	344
		Uplands Park	12	2	4	39	1,914	1,509	4,947	193	143	1,393	X
		Valley Park	12	20	26	11	1,718	1,872	935	286	220	248	X
		Velda City	12	19	15	55	3,371	3,163	10,635	1,528	1,084	4,924	X
		Velda Village Hills	12	3	1	5	552	806	1,404	209	138	391	X
		Vinita Park	12	4	9	10	767	824	1,334	688	611	2,034	0
		Vinita Terrace	12	0	1	66	737	862	16,254	499	375	5,552	13
		Warson Woods	12	10	7	5	749	824	212	35	29	29	7
		Webster Groves	12	38	58	57	6,830	7,839	3,735	337	471	248	0
		Wellston	11	20	12	227	4,660	2,404	21,760	990	452	7,973	0
		Wildwood	12	114	36	256	4,575	1,282	11,078	1,022	88	3,967	129
		Winchester	12	3	2	1	423	401	110	71	77	36	X
		Woodson Terrace	12	10	15	24	1,419	1,286	1,286	168	143	198	0
22	CITY OF ST LOUIS	City of St Louis	12	225	428	1,765	173,224	122,584	315,615	32,709	22,271	105,491	0
23	JEFFERSON	Arnold	12	113	194	249	16,025	15,034	11,199	1,428	1,392	1,768	0
		Byrnes Mill	12	71	42	38	3,361	2,872	881	144	96	62	X
		Crystal City	12	111	90	1,014	1,516	1,218	15,684	560	484	2,752	94
		DeSoto	12	98	107	61	893	1,052	545	488	586	604	7
		Eastus	12	202	189	267	3,892	3,260	3,792	2,020	1,525	2,826	32
		Herculeum	12	3	8	8	997	1,028	17	157	167	3	49
		Hillsboro	12	13	9	9	1,590	1,475	397	72	74	20	72
		Jefferson County	12	425	549	394	15,909	18,471	12,813	262	186	197	0
		Kimmswick	12	0	0	0	0	0	1	0	0	0	0
		Pevely	12	15	21	13	1,833	1,223	4,954	703	657	641	7
24	MADISON ST FRANCOIS	Fredericktown	12	12	12	11	406	409	92	199	190	88	19
		Bismarck	12	24	20	18	153	131	64	123	104	40	X
		Bonne Terre	12	67	90	54	398	467	526	802	686	128	2
		Desloge	12	45	56	215	587	570	1,322	473	501	181	4
		Farmington	12	115	80	41	2,077	1,560	4,745	897	700	1,538	X
		Iron Mountain Lake	12	4	3	1	27	28	2	13	31	1	0
		Leadington	12	31	51	3	1,174	1,111	75	116	220	53	0
		Leadwood	12	7	11	148	341	346	1,224	119	200	365	X
		Park Hills	12	28	26	2	726	680	126	813	735	156	X
		St. Mary	12	0	0	0	23	18	9	33	37	17	X
		St. Genevieve	12	238	227	17	583	575	23	621	622	7	17
		Washington	12	41	31	160	835	767	548	316	270	109	2

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**Municipal Division, FY 2011**  
**Cases Filed, Disposed, and Pending**

Circuit	County	Municipality	# of Months on file for FY11	Alcohol/Drug Related Traffic			Other Traffic			Non-Traffic Ordinance			Parking Tickets Issued
				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
25	MARIES PHELPS	Belle	12	10	7	3	372	315	113	201	172	37	X
		Newburg	12	10	15	0	49	51	4	2	1	1	0
		Rolla	12	17	18	12	1,836	1,808	395	397	381	176	3,007
	PULASKI	St. James	12	47	33	31	1,098	1,010	230	182	204	53	X
		Crocker	12	30	18	64	247	195	200	16	27	89	X
		Dixon	12	2	1	2	47	35	22	121	127	28	X
		♦ Richland	12	8	9	11	243	294	49	60	86	32	0
		St. Robert	12	128	155	189	1,987	2,049	824	361	378	311	7
	TEXAS	Waynesville	12	69	76	24	2,414	2,361	491	257	302	91	0
		Cabool	12	9	10	0	239	236	18	70	63	8	X
		Houston	12	32	33	1	197	214	13	139	148	10	5
		Licking	12	6	6	10	350	355	220	39	40	65	0
		Summersville	12	7	10	1	83	80	3	82	90	3	0
26	CAMDEN	Camdenton	12	52	34	85	689	738	340	201	194	62	X
		Linn Creek	12	4	4	3	542	476	190	27	33	19	0
		Osage Beach	12	65	93	207	1,097	1,266	2,906	137	163	464	X
		# Sunrise Beach	12	9	6	7	572	550	216	16	8	11	X
		Seasons	12	3	3	1	131	166	43	11	19	1	X
	LACLEDE MILLER	# Lebanon	12	19	4	29	1,775	2,088	554	721	564	446	70
		# Eldon	12	42	30	38	221	242	192	102	101	103	0
		♦ Iberia	12	2	1	5	13	16	64	55	34	65	0
		Lake Ozark	12	84	85	337	1,834	1,541	1,900	181	124	1,239	0
	MONITEAU	California	12	8	5	5	208	193	23	113	118	30	X
		Clarksburg	12	0	0	0	0	0	0	6	7	1	X
		Jamestown	12	0	0	0	192	216	25	4	5	0	X
		Tipton	12	1	6	3	91	97	21	39	42	14	0
	MORGAN	Laurie	12	14	8	17	221	200	28	87	78	149	X
		Stover	12	17	18	16	60	76	77	33	35	1	X
		Versailles	12	7	7	18	258	261	113	188	205	53	X
27	BATES	Adrian	12	15	13	22	134	117	71	38	27	35	X
		Butler	12	119	168	2	787	803	230	160	162	101	X
	BATES HENRY	Rich Hill	12	13	17	4	113	139	2	81	71	14	X
28	BATES HENRY	Clinton	12	15	14	53	847	874	622	603	493	635	X
	BARTON CEDAR DADE VERNON	Lamar	12	31	27	22	99	94	42	316	310	104	9
		El Dorado Springs	12	7	8	3	389	378	43	354	362	99	X
		* Greenfield	12	0	0	0	68	74	3	35	53	2	0
29	JASPER	Nevada	12	183	189	138	2,792	2,780	1,295	688	616	901	10
		Carl Junction	12	19	44	1	478	505	252	727	831	298	X
		Cartersville	12	55	53	19	1,199	1,238	189	64	48	20	X
		Carthage	12	181	122	117	3,540	2,145	2,552	1,156	844	851	X
		Duonweg	12	37	45	24	345	652	122	110	166	53	X
		Duquesne	12	63	86	46	1,924	1,985	823	149	167	107	X
		Joplin	12	715	714	1,149	15,256	14,827	13,514	6,210	5,412	7,310	407
		♦ Oronogo	12	25	16	32	234	264	269	102	111	69	0
		** Sarcosie	6	7	2	15	65	62	41	84	77	48	0
		Webb City	12	47	70	30	1,247	1,375	1,438	827	822	161	X
30	BENTON	Cole Camp	12	1	1	0	40	35	14	21	19	8	0
		Lincoln	12	0	0	1	35	26	25	27	27	8	0
		♦ Warsaw	12	13	20	7	104	143	76	186	198	91	0
		Urbana	12	5	6	8	466	578	130	15	23	104	X
		Bolivar	12	35	39	51	1,722	1,616	654	552	422	514	438
	DALLAS POLK	Fair Play	12	0	0	0	83	95	74	6	6	6	X
		Humansville	12	3	3	1	280	276	77	25	24	65	X
		Pleasant Hope	12	0	0	0	217	248	52	6	1	9	X
			12	13	11	49	608	636	191	22	15	18	0
	WEBSTER	Fordland	12	13	11	49	608	636	191	22	15	18	0
		♦ Marshfield	12	4	6	4	329	444	239	202	240	121	0
		♦ Rogersville	12	68	60	41	391	649	310	54	52	56	0
		Seymour	12	18	12	22	350	341	283	66	76	28	0

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**Cases Filed, Disposed, and Pending**

Circuit	County	Municipality	# of Months on file for FY11	Alcohol/Drug Related Traffic			Other Traffic			Non-Traffic Ordinances			Parking Tickets Issued
				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
31	GREENE	Ash Grove	12	0	0	9	78	77	109	21	16	86	X
		Battlefield	12	19	25	4	179	178	16	42	41	10	0
		▲ Fair Grove	12	27	21	14	401	587	189	21	16	16	0
		Republic	12	53	38	55	2,642	2,459	1,450	1,878	1,748	297	59
		Springfield	12	740	666	940	22,908	23,581	9,498	6,341	5,948	3,981	6,475
		Stratford	12	12	28	29	1,840	1,880	1,140	259	298	299	0
		Walnut Grove	12	3	2	1	89	101	31	10	3	24	0
		▲ Willard	12	10	7	7	593	735	114	147	133	60	0
32	BOLLINGER	Marble Hill	12	0	0	0	178	181	9	0	0	0	0
		Cape Girardeau	12	123	84	744	4,892	4,753	4,392	1,611	1,383	1,753	1,249
		Jackson	12	29	25	18	815	894	238	271	287	95	8
	PERRY	Perryville	12	17	28	0	664	657	323	154	131	105	X
33	MISSISSIPPI	Charleston	12	13	13	2	179	187	2	306	287	19	0
		East Prairie	12	52	41	70	379	320	131	241	191	163	0
	SCOTT	Benton	12	0	0	0	8	9	1	0	0	0	0
		Chaffee	12	12	12	5	118	136	25	30	55	12	0
		Minor	12	24	24	0	1,478	1,485	34	38	38	0	0
		Morley	12	0	0	0	3	3	0	1	1	0	0
		Scott City	12	36	28	143	1,349	1,362	932	505	458	1,187	0
		Sikeston	12	30	28	93	1,432	1,430	692	1,588	1,425	2,161	14
34	NEW MADRID	Canalou	12	0	0	0	0	0	0	0	0	0	0
		Gideon	12	4	6	1	38	47	4	72	70	24	0
		Howardville	10	0	0	0	519	373	176	17	7	12	0
		Litbourn	12	8	10	13	69	58	48	51	58	5	0
		Marston	12	3	2	1	223	218	5	55	48	7	0
		Matthews	12	1	3	0	19	22	1	26	28	0	0
		▲ Morehouse	12	2	0	4	89	94	59	68	59	40	0
		▲ New Madrid	12	23	23	10	201	253	45	224	215	55	0
		▲ Parma	12	3	8	0	98	120	28	299	356	49	0
		▲ Portageville	12	19	23	2	161	178	20	209	241	19	0
		Risco	12	1	1	0	52	45	7	32	24	8	X
	PEMISCOT	▲ Caruthersville	12	31	39	36	447	453	214	584	606	200	0
		Cooter	12	4	4	0	42	47	0	6	7	0	0
		* Hayti	10	64	58	10	1,217	1,192	102	718	508	259	X
		Hayti Heights	1	0	0	0	0	6	1	0	6	25	1
		** Holland	6	0	0	0	0	0	0	0	0	0	0
		** Homestown	6	0	0	0	0	0	0	0	0	0	0
35	DUNKLIN	▲ Steele	12	20	27	2	84	130	4	143	159	11	X
		Wardell	12	1	1	0	48	51	2	11	12	2	0
	DUNKLIN	Arbyrd	12	0	0	0	56	55	2	17	17	0	X
		Campbell	12	17	25	18	194	195	98	132	142	80	0
		Cardwell	12	0	2	1	39	27	22	32	34	11	0
		Clarkton	12	16	18	0	101	107	6	161	155	8	0
		Holcomb	12	8	8	7	215	206	138	18	18	15	X
		Hortersville	12	3	5	2	97	55	58	22	12	17	0
		▲ Kennett	12	42	61	62	1,130	1,001	1,624	577	581	1,310	0
		Malden	12	35	29	41	442	406	173	402	364	188	0
	STODDARD	Senath	12	5	8	23	109	95	115	127	142	59	X
		Advance	12	11	10	2	239	228	20	40	40	10	0
		Bernie	12	7	8	5	156	150	40	76	72	41	0
		Bloomfield	0	0	0	0	0	0	0	0	0	0	0
36	BUTLER	Dexter	12	46	39	18	1,027	1,068	155	506	499	34	0
		Puxico	12	0	1	9	40	35	33	46	42	20	X
		Poplar Bluff	12	76	25	551	5,353	4,836	5,162	1,849	1,697	1,672	283
37	HOWELL	Mountain View	12	96	85	76	330	320	135	96	85	57	X
		West Plains	12	21	22	48	2,161	1,907	1,014	337	307	306	X
		Willow Springs	12	8	8	1	370	302	356	133	99	103	0
	OREGON	Thayer	12	36	32	33	365	374	334	107	94	121	0

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				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
38	CHRISTIAN	# Billings	12	45	69	32	742	844	399	93	99	71	0
		+ Clever	12	1	4	2	229	291	79	33	34	14	0
		Highlandville	12	1	3	1	151	152	40	7	6	3	X
		Nixa	12	35	33	27	2,041	2,078	261	599	688	252	0
		Ozark	12	49	64	54	1,850	1,468	1,918	474	340	231	X
		Sparta	12	67	49	19	198	208	23	81	83	23	0
	TANEY	Branson	12	85	122	211	6,226	6,430	4,512	740	690	1,190	2,195
		Forsyth	12	9	18	3	197	215	89	68	76	17	0
		Hollister	12	17	12	46	536	552	228	111	122	80	X
		Merriam Woods	12	4	3	2	96	94	19	45	49	7	X
		Rockaway Beach	12	16	15	8	167	173	64	35	37	55	X
39	BARRY	Butterfield	12	2	1	1	40	35	7	16	12	6	0
		+ Cassville	12	0	1	39	407	474	298	422	374	224	0
		Exeter	12	0	0	1	119	118	38	10	9	9	X
		Monett	12	72	60	149	2,069	1,728	1,586	412	414	371	X
		Purdy	12	0	0	0	69	53	32	28	24	55	0
		+ Seligman	12	19	15	13	682	786	328	63	56	41	0
		Washburn	12	1	1	0	9	14	7	5	4	5	X
		Wheaton	12	1	2	0	102	91	13	12	11	1	0
	LAWRENCE	+ Aurora	12	13	21	16	295	286	241	294	307	177	0
		Marionville	12	32	38	23	194	196	96	144	139	92	X
		+ Miller	12	8	5	5	60	66	31	12	17	5	0
		Mount Vernon	12	3	2	5	420	407	89	261	259	66	0
		Pierce City	12	2	2	1	85	72	41	61	61	15	X
		Verona	12	4	4	3	191	245	64	24	28	30	0
	STONE	Branson West	12	20	21	45	330	344	219	230	284	515	0
		+ Crane	12	16	8	10	174	189	60	121	139	22	0
		Galena	12	0	0	0	5	10	3	2	13	0	0
		▲ Hurley	6	0	0	0	0	0	0	0	0	2	0
40	MC DONALD	Kimberling City	12	10	11	8	238	244	50	119	112	74	0
		Reeds Spring	12	4	8	14	115	138	75	12	19	0	X
		+ Anderson	12	92	94	49	499	573	232	94	75	63	0
		+ Goodman	12	0	0	12	121	155	241	71	86	324	0
		Lanagen	0	0	0	0	0	0	0	0	0	0	0
	NEWTON	+ Noel	12	34	43	31	672	870	542	164	138	115	0
		+ Pineville	12	24	30	31	1,732	2,200	1,828	34	32	60	0
		+ Southwest City	12	71	74	92	139	193	613	13	16	40	0
		Diamond	12	7	14	19	173	336	N/A	18	37	4	X
		+ Granby	12	2	0	8	154	152	195	49	29	58	0
		+ Neosho	12	86	78	51	1,269	1,588	716	505	568	346	0
41	MACON	# Seneca	12	24	29	18	266	284	110	92	76	48	0
	SHELBY	LaPlata	12	9	15	1	205	217	8	19	18	2	0
		+ Macon	12	65	59	46	322	358	130	179	136	164	0
42	CRAWFORD	Clarence	12	0	0	0	18	14	19	42	33	18	0
		Shelbina	12	2	3	0	152	142	11	62	61	5	X
	IRON	# Bourbon	12	14	21	17	1,496	1,691	604	338	297	132	0
		Cuba	12	9	15	9	427	382	251	106	122	144	10
		Annapolis	12	3	1	4	24	27	2	23	16	9	X
		Arcadia	12	0	0	0	38	37	7	5	5	0	0
		Ironton	12	7	6	5	268	238	120	73	58	28	X
		Pilot Knob	12	0	0	1	113	125	7	18	12	8	X
42	REYNOLDS	Viburnum	12	3	3	3	24	16	40	31	21	53	0
		Bunker	12	1	2	2	21	23	41	15	5	38	X
		Ellington	12	3	14	2	188	245	16	62	67	17	X
	WAYNE	Greenville	12	0	0	1	20	16	8	13	14	7	0
		# Piedmont	12	3	2	6	30	27	55	100	90	61	0

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				Filed	Disposed	Pending	Filed	Disposed	Pending	Filed	Disposed	Pending	
43	CALDWELL	Braymer	12	5	3	2	52	54	13	17	15	4	0
		Hamilton	12	5	4	5	209	224	62	36	44	8	X
		Polo	0	0	0	0	0	0	0	0	0	0	0
	CLINTON	* Cameron	12	27	24	30	1,049	1,115	449	273	269	138	0
		Gowar	12	4	1	5	212	179	121	19	11	25	0
		Lathrop	12	11	8	3	308	245	52	53	62	7	0
		Plattsburg	12	8	12	8	276	296	132	72	76	62	0
		* Trimble	2	0	0	0	18	30	52	1	7	20	0
	DEKALB	Clarksdale	12	0	0	0	0	0	0	3	3	0	0
		Maysville	12	0	0	0	15	17	0	29	25	4	0
		Osborn	12	0	0	0	0	0	0	0	0	0	0
		Stewartsville	12	1	1	0	11	6	21	26	25	6	0
44	DOUGLAS WRIGHT	Ava	12	12	12	32	281	249	284	135	135	492	X
		Hartville	12	17	8	59	419	450	72	46	37	10	0
		Mansfield	12	2	3	1	172	163	53	60	70	13	0
		Mountain Grove	12	19	18	11	644	589	147	269	210	119	X
		Norwood	12	7	5	7	266	267	81	158	97	112	0
45	LINCOLN	Elsberry	12	23	24	12	827	755	299	162	142	105	0
		Foley	12	6	6	0	965	945	249	458	458	191	1
		Moscow Mill	12	8	11	5	1,542	1,543	570	71	84	51	X
		Old Monroe	12	5	6	6	171	200	84	20	12	13	X
		Troy	12	21	24	96	1,545	1,348	1,441	1,213	1,057	2,970	29
		Winfield	12	41	31	23	2,148	1,997	555	261	209	111	X
	PIKE	Bowling Green	12	28	28	1	325	338	58	254	249	183	0
		Curryville	12	16	14	10	464	466	247	114	50	79	X
		Eolia	12	0	0	0	0	0	0	0	0	0	0
		Frankford	12	1	1	0	137	137	13	15	12	3	0
		# Louisiana	12	31	38	34	386	547	236	356	393	250	X
STATEWIDE TOTALS				19,880	19,867	41,253	1,241,222	1,095,412	1,188,483	297,931	326,831	467,130	247,349

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# MUNICIPAL DIVISION SUMMARY REPORTING FORM

Please refer to Instructions for definitions of terms and directions for completion.

In addition, please complete and report each month, even if there are no new cases filed and/or heard.

## I. COURT INFORMATION

Reporting Month/Year

Prepared by

Telephone Number

Municipality

County

Circuit

Court Location Code (if applicable)

Number of Court Staff

## II. MONTHLY CASELOAD INFORMATION

Alcohol and Drug  
Related Traffic

Other  
Traffic

Non-Traffic  
Ordinance

A. Cases (Citations/Informations) Pending – 1<sup>st</sup> of month

B. Cases (Citations/Informations) Filed

C. Cases (Citations/Informations) Disposed

1. Jury Trial (Springfield only)

2. Court/Bench Trial - Guilty

3. Court/Bench Trial – Not Guilty

4. Plea of Guilty in Court

5. Violations Bureau Citations and Bond Forfeitures by Court Order (as payment of fines/costs)

6. Dismissed by Court

7. Nolle Prosequi

8. Certified for Jury Trial (not heard in Municipal Div.)

### 9. TOTAL CASE DISPOSITIONS

D. Cases (Citations/Informations) Pending - End of Month (A + B – C9)

E. Trial De Novo and/or Appeal Applications Filed

## III. WARRANT INFORMATION (Pre and Post Disposition)

1. Total Issued for Reporting Month

2. Total Outstanding at End of Month

## IV. PARKING TICKETS

Issued

☐ Court staff does not process parking tickets

## V. NET COLLECTIONS

Fines

Clerk/Court Fee (Costs)

Peace Officer Standards and Training (POST) Fund Surcharge

Crime Victims Compensation (CVC) Fund Surcharge

Law Enforcement Training (LET) Fund Surcharge (if authorized)

Domestic Violence Shelter Surcharge

Inmate Security Fund Surcharge

Restitution

Other (please specify):

Revenue Received for Parking Tickets

Bond forfeitures NOT used for costs/fines

TOTAL

## VI. OTHER COLLECTIONS

Total retained for Judicial Education Fund (JEF)

☐ Court does not collect JEF

Revised Jan. 2005

# BLOOD ALCOHOL CONCENTRATION (BAC) TEST STATUS FOR DRIVERS INVOLVED IN FATAL CRASHES

2010 Data as of Feb 27, 2012 (FARS Intranet)

State	BAC Reporting Rates			2010			Differences in BAC Reporting Rates			
	2009 (Final)			FARS Intranet (live data)			Red Font Cells are states not achieving 1.00% Increase			
	Drivers Involved	Drivers Involved with reported BAC Values	% of Drivers Involved with reported BAC values	Drivers Involved	Drivers Involved with reported BAC Values	% of Drivers Involved with reported BAC values	Differences in Reporting Rates	drivers involved with reported BAC values needed to achieve 1% Increase	involved with reported BAC values needed to achieve 1% Increase	Rounded-up additional BAC tests
Missouri	1141	807	70.73%	1145	822	71.79%	1.06%	821.28	-0.72	-1

Data reported by MSHP, Ron Beck

	Total DWI Arrests	1st Offender Basic DWI Arrests	1st Offender High BAC *(0.08) DWI Arrests	1st Offender Refused Test DUI Arrests	All Repeat Offender DWI Arrests
2011	30726	24976			4075
2010	35695	28858			4692
2009	39397	32271			4912
2008	39564	32564			4814
2007	39891	32316			5057
2006	39438	31432			5116

	Total DWI Convictions	1st Offender Basic DWI Convictions	1st Offender High BAC *(0.____) DWI Convictions	1st Offender Refused Test DWI Convictions	All Repeat Offender DWI Convictions
7110 - G					
2011 6162 - SIS					
14200 - G					
2010 12009 - SIS					
17173 - G					
2009 13517 - SIS					
17465 - G					
2008 13733- SIS					
17507 - G					
2007 12685 - SIS					
12796 - G					
2006 12685 - SIS					



## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** July 20, 2012

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** MSHP GHQ, 2<sup>nd</sup> Floor Conference Room, Jefferson City, Missouri

## AGENDA TOPICS

- Introductions
  - See sign-in sheet for members/guests present
- Municipal Court Reporting to Central Repository – Captain McGrail
  - Provided four symposiums to law enforcement, criminal justice agencies to discuss DWI reporting (finger prints, criminal history for Missouri and other states). Still a gap with municipalities – lack of understanding about difference between criminal history and the DWI Tracking System. There is an interface from REJIS to DWITS but not to Criminal History
- Update on DWITS – Captain Brad Jones
  - Provided a handout comparing Jan 2010 to July 2012 participation
- Total DWI Arrests (Downward Trend) – More information on data provided at last meeting – Ron Beck
  - Handouts provided with DWI data. Will provide more information at the next meeting
- DHSS Administrative Rules for Breath Alcohol – Brian Lutmer
  - Administrative rules have been filed and are open for comment. No public comments received to date. Three new breath instruments approved. New definition of observation period, added saliva testing, recalibration of simulators every 30 days. BAC verifier removed from the list, broadened use of ASIV in vehicles, bar code scanners
- Legislative Update






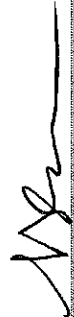

- Subcommittee Presentation at MCRS Blueprint Conference – Dwight Scroggins
- Round Table Discussion
  - Steve Deets mentioned that they increased SATOP treatment coverage amounts for serious and repeat offender program
- Next Meeting Date
  - Next meeting is scheduled for October 5, 2012

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

July 20, 2012 - 9:00 a.m. - 12:00 p.m.

MSHP GHQ, 2<sup>nd</sup> Floor Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Case	Kim	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Deets	Steve	Division of Alcohol and Drug Abuse	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	

Aaron McDuffie Missouri Office of Pres. Sealer Dawn McQuinn

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

July 20, 2012 - 9:00 a.m. - 12:00 p.m.

MSHP GHQ 2<sup>nd</sup> Floor Conference Room Jefferson City, MO

First Name	Last Name	Agency	Signature
Luebert	Chris	MoDOT Traffic and Highway Safety	
Lutner	Brian	MO Dept of Health and Senior Services	
Plunkett	Angie	Office of State Courts Administrators	
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
McGail	Tim	MSHP	
Beland	Mike	MAAD	
Ron	Beck	MSHP / ICAD	
Grado	Jones	MSHP / TFD	

DWITS (per. 2005)

LE, prossc. court dispat 107

Capit. Jones

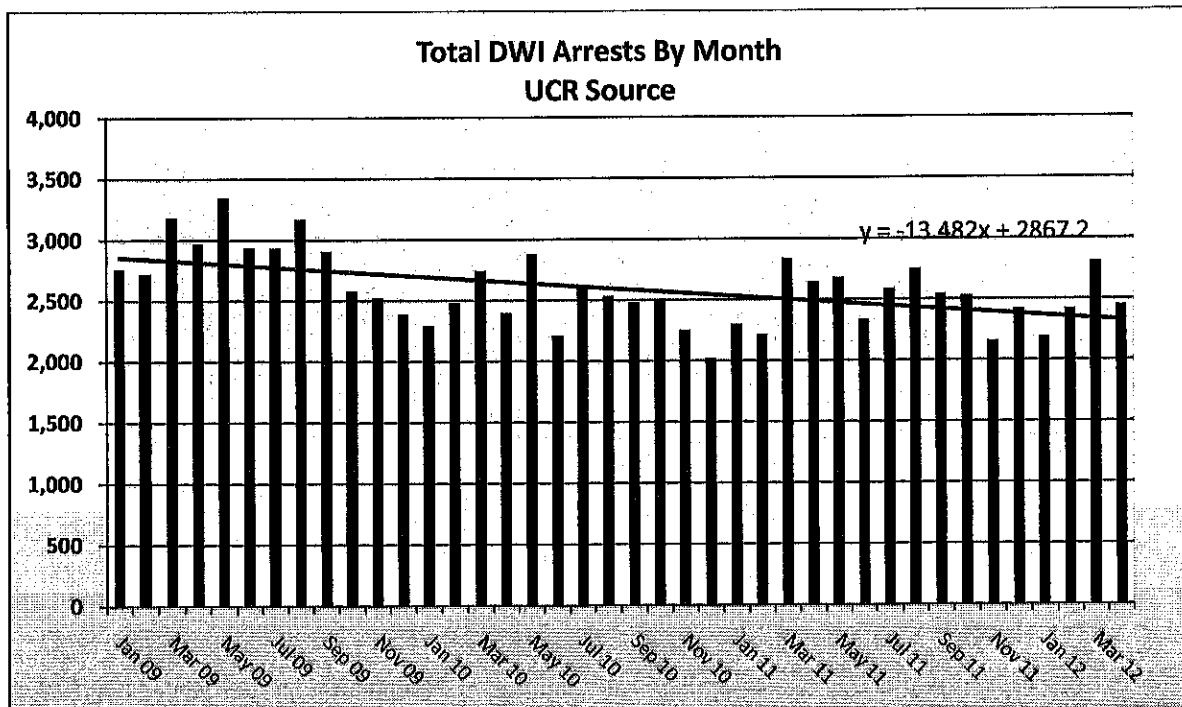
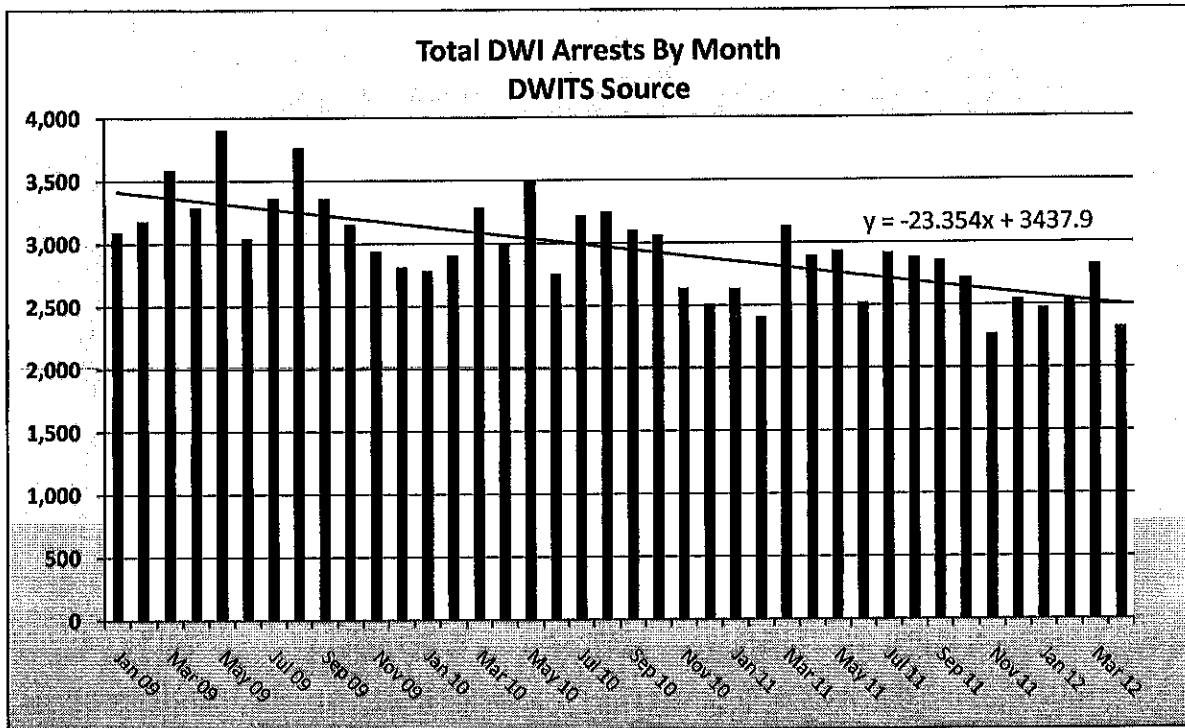
		July 1, 2012		January 1, 2010	
		Users	Agencies	Users	Agencies
LEA Users		507	377 (108 from REJIS)	461	233 (37 from REJIS)
PA Users					
County		74	55	57	46
City		49	33	x	30
		25	22	x	16
Query Users		820	251	437	156
LEA		496	130	x	75
PA		85	45	x	26
Court		134	71	x	50
Other		105	5	x	5
Traffic Managers		133	1	x	x
Total Users/Agencies		1534	684	955	435

REJIS + Boone Co have extracts for data  
no finger prints for DWITS

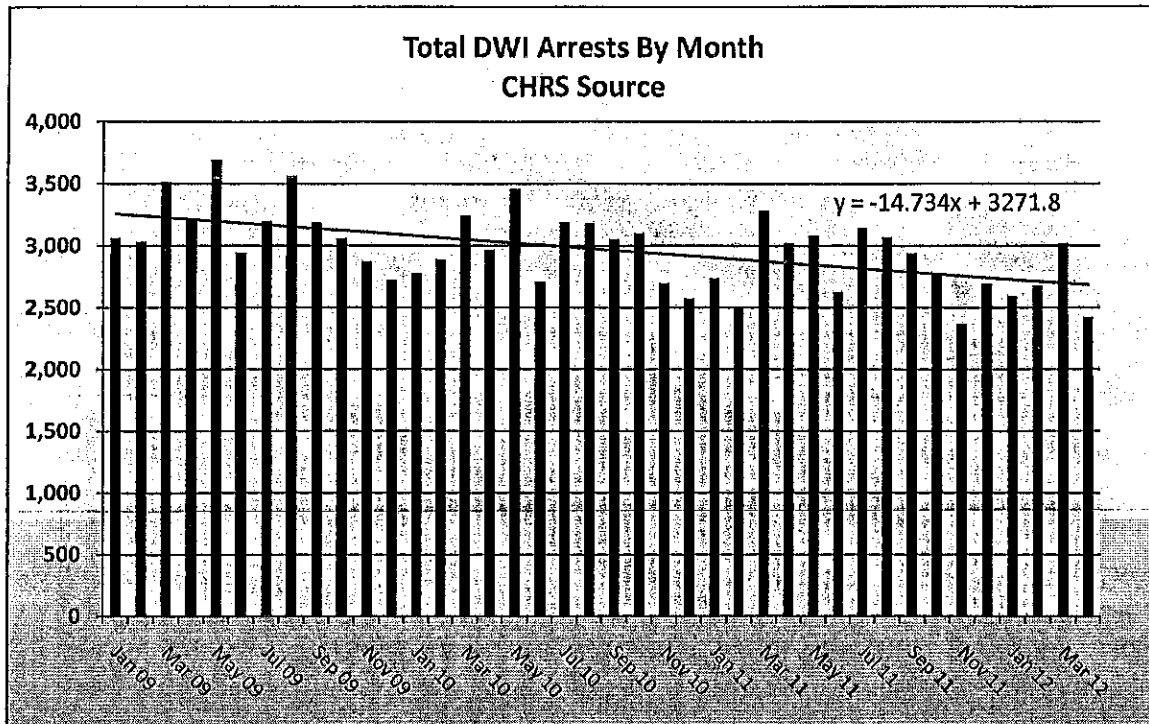
2010 leg. added DWITS as a record for DivI enhancement  
DWITS has older DivI's where criminal history won't have their  
Problems - not complete database, 1e reporting (arrest original)

DWITS Does not populate from criminal history

# Total DWI Arrests By Month and Data Source January 2009 - April 2012

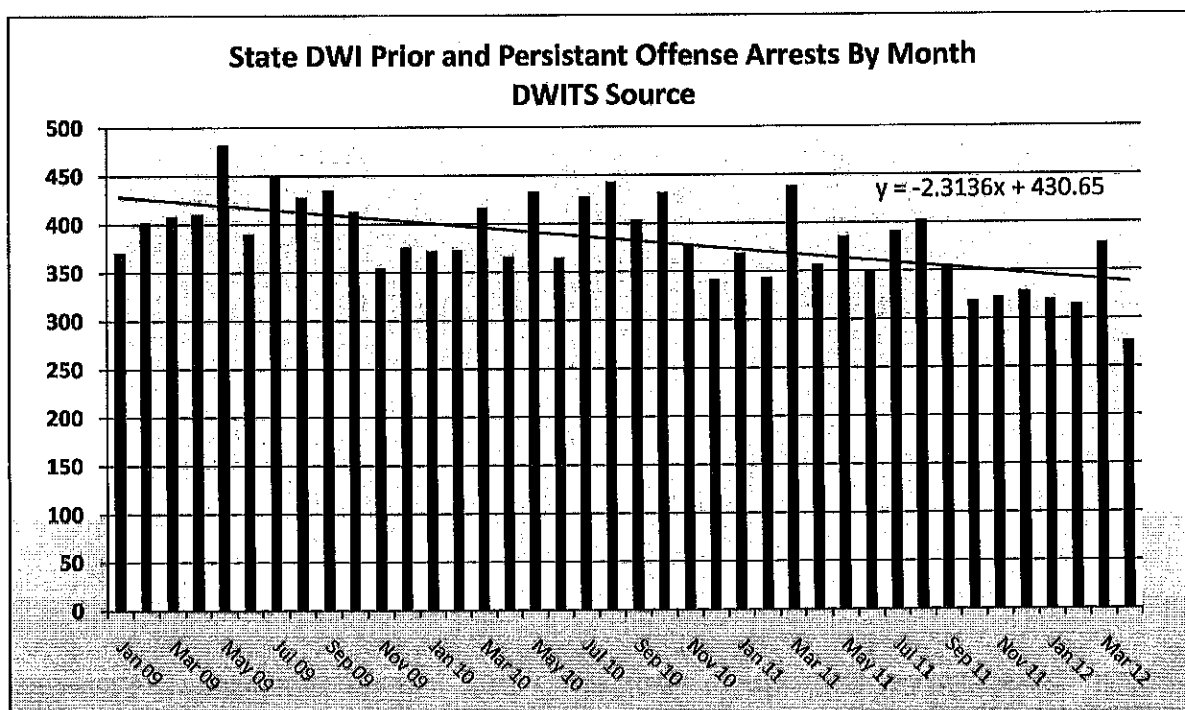
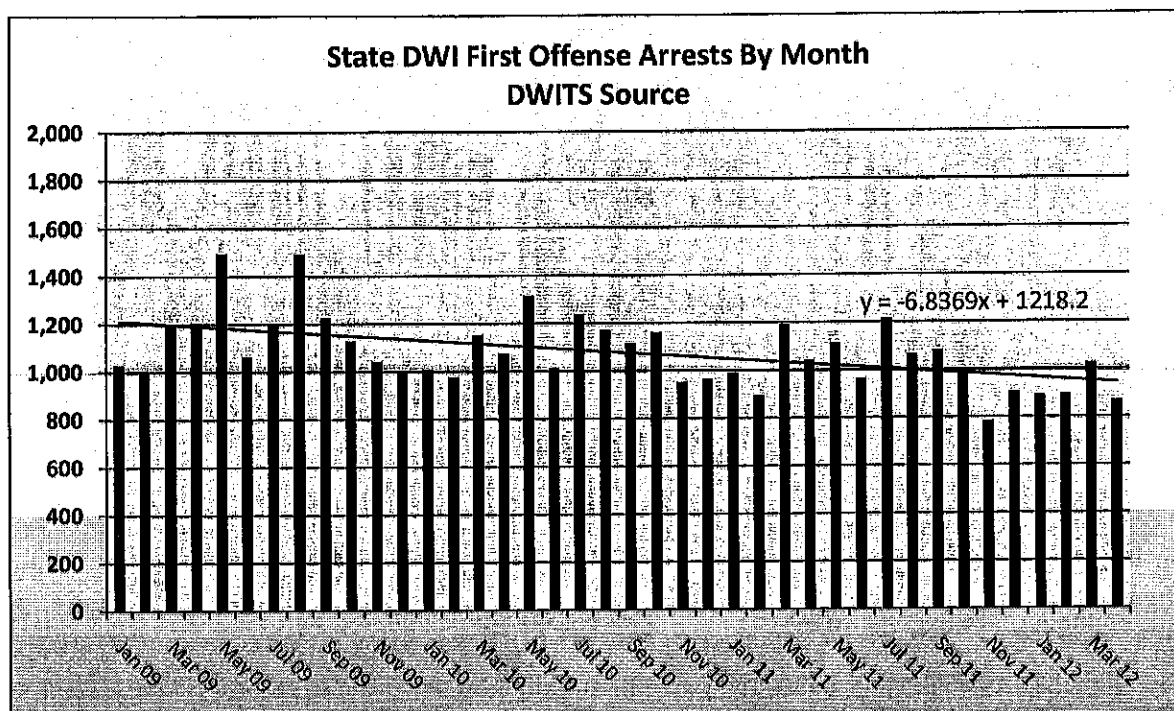


reported by  
statute  
not by charge  
code

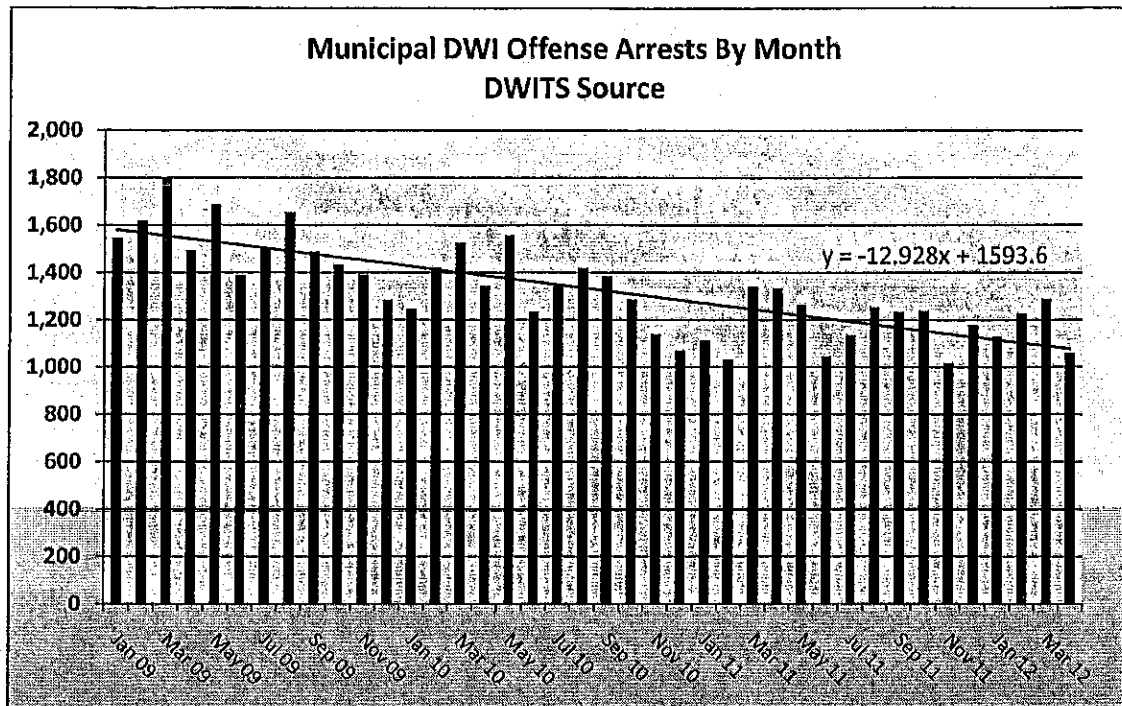


# DWI Arrests By Charge Type and Month

## January 2009 - April 2012

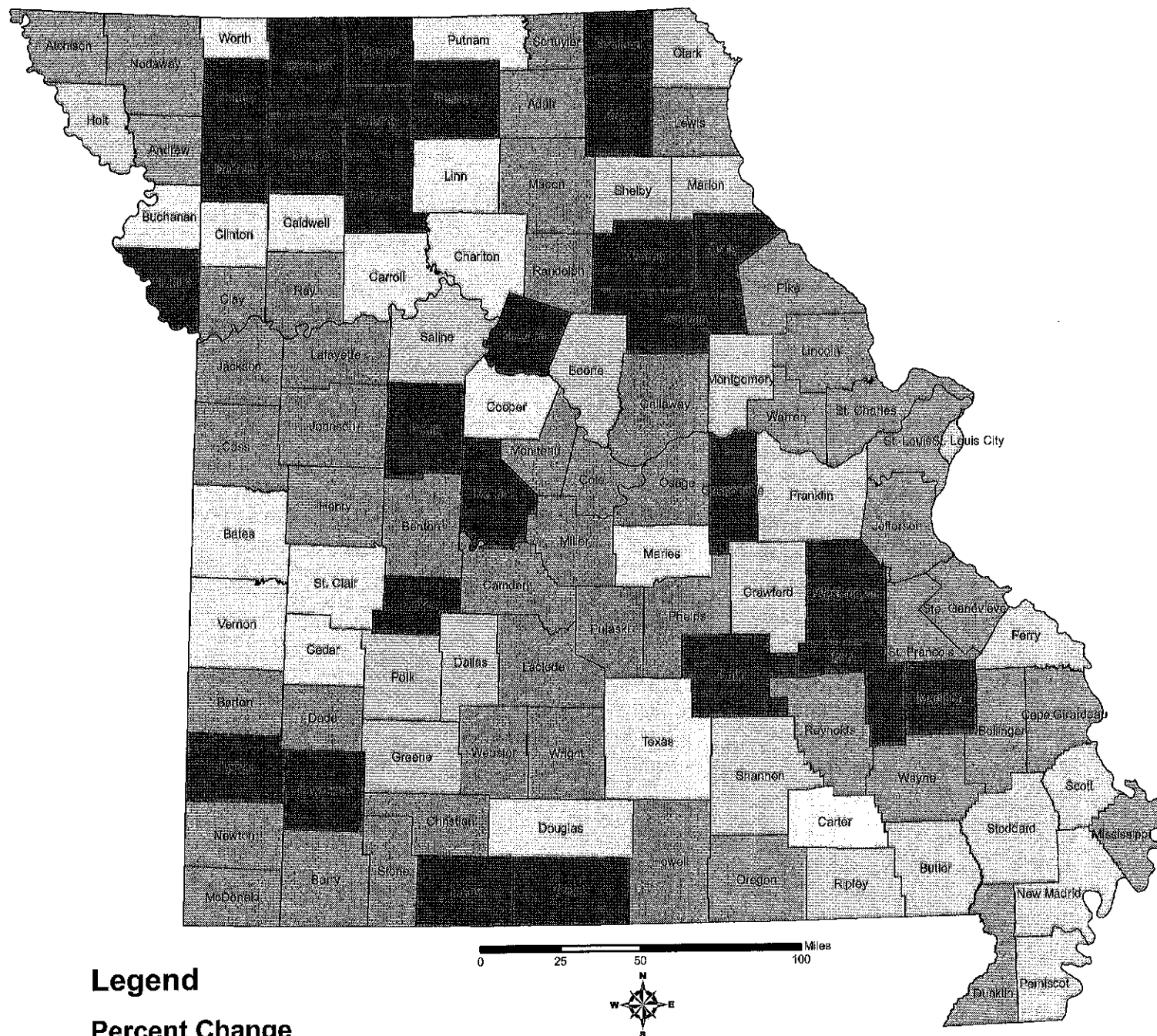




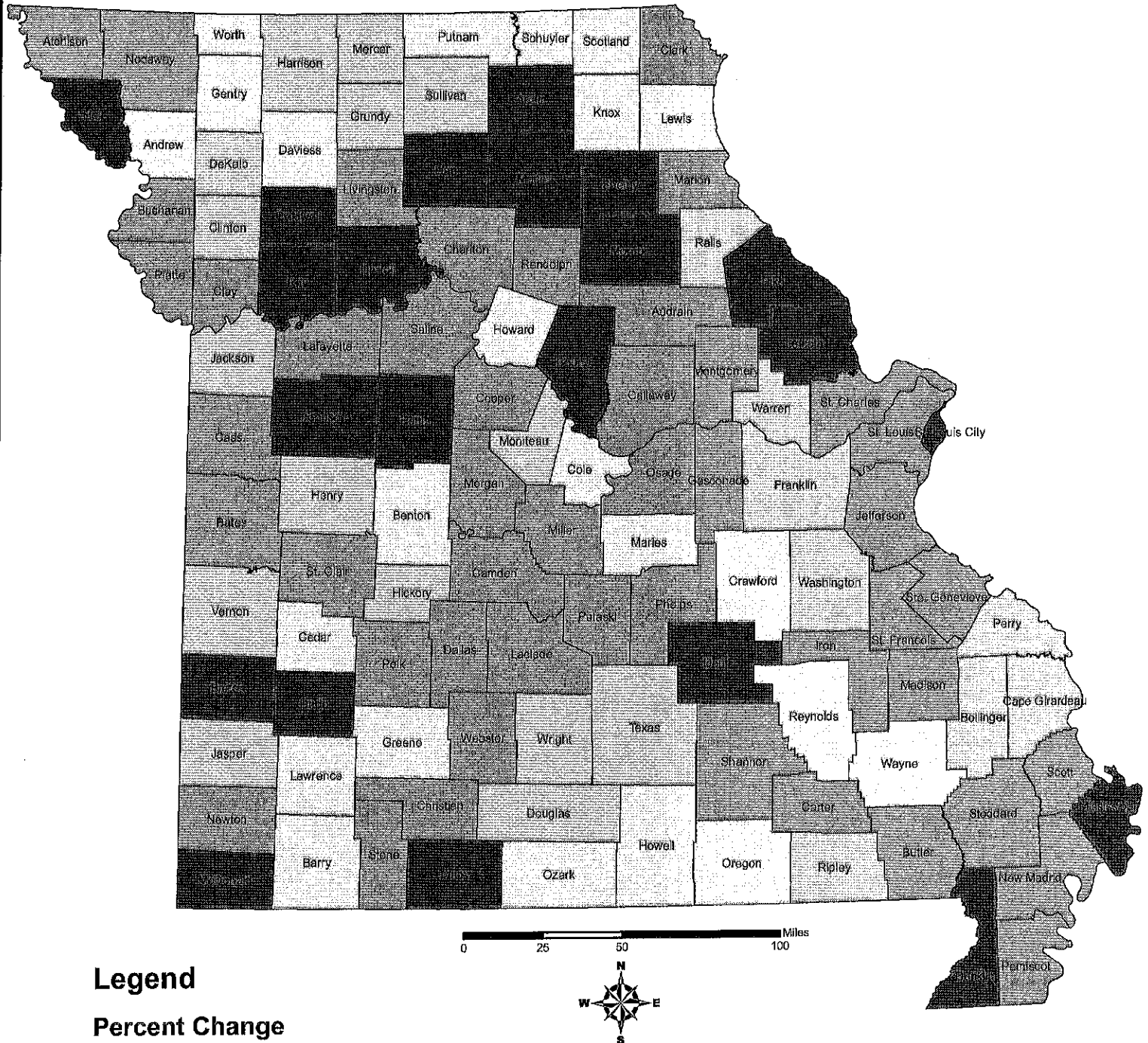


UCR data

## Percent Change in DWI Arrest From 2009 - 2010



# Percent Change in DWI Arrest From 2010 - 2011



Data reported by MSHP, Ron Beck

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Traffic Managers	133	1	x	x
Total Users/Agencies	1534	684	955	435

## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** October 5, 2012

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** MoDOT, 1320 Creek Trail Drive, I-70 Conference Room,  
Jefferson City, Missouri

## AGENDA TOPICS

- Introductions
  - See sign-in sheet for members/guests present
- Total DWI Arrests & Crashes (Downward Trend) – More information on data provided at last meeting – Ron Beck
  - See four charts of crash information provided by Ron Beck with the Missouri State Highway Patrol
- Subcommittee Presentation at the Blueprint Conference – Dwight Scroggins
  - Presentation will include information about the blood draw case, breath alcohol program rules, pilot initiatives (24/7 program, e-warrant, SFST vs not using SFST's), DWI Court growth, highlights from the Driving While Suspended/Revoked Summit. Dwight will put the presentation together and present it at the conference
- Appeal of McNeely Case – Susan Glass
  - Susan provided an update on the McNeely blood draw case – being sent to the US Supreme Court to be heard on January 9<sup>th</sup>
- Update on Status of DHSS Administrative Rules for Breath Alcohol – Brian Lutmer
  - Will become effective December 30, 2013 (Tracey covered this section in Brian's absence). Three new instruments approved
- Legislative Update
  - HB 210 filed, revision of criminal code

- Round Table Discussion
- Next Meeting Date
  - Next meeting scheduled for February 8, 2013

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

October 5, 2012 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, L-70 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Luebbert	Chris	MoDOT Traffic and Highway Safety	
Lutner	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	<i>Aaron McClintic</i>
Plunkett	Angie	Office of State Courts Administrators	<i>Angie Plunkett</i>
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	<i>Jackie Rogers</i>
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	<i>Dwight Scroggins</i>
Smith	Greg	Missouri State Highway Patrol	<i>Greg Smith</i>
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
Beck	Ron	MS#R	<i>Ron Beck</i>
Robertson	Tracy	DCR	<i>Tracy Robertson</i>
Tracey	Durbin	MSC	<i>Tracey Durbin</i>
Deppa	Leanna	MoDOT	<i>Leanna Deppa</i>




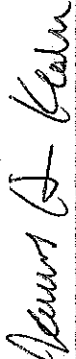



# Missouri Coalition for Roadway Safety

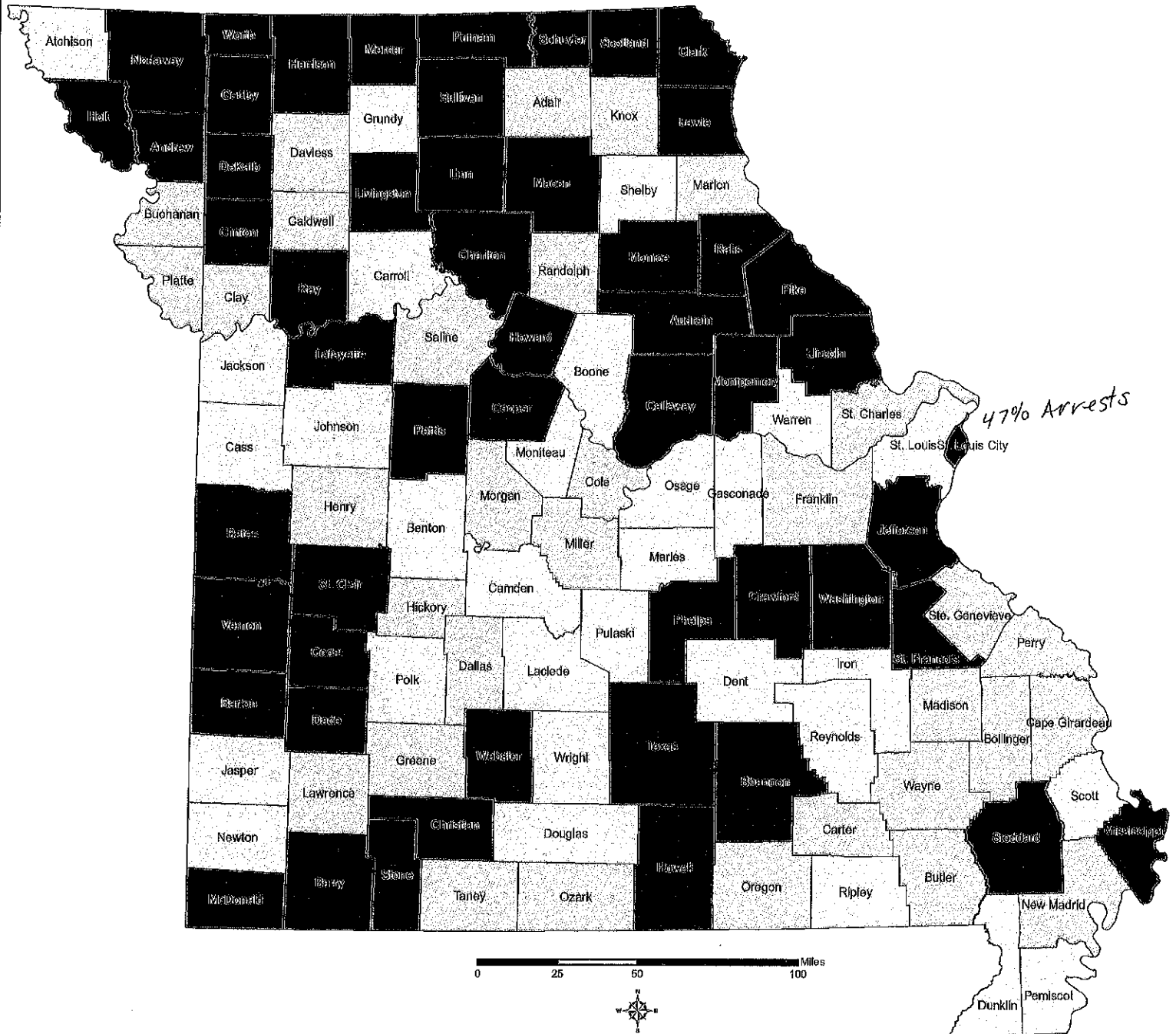
## Impaired Driving Subcommittee Meeting

October 5, 2012 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, L-70 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Case	Kim	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
<del>Rembek</del> Deets	<del>Mark</del> Steve	Division of Alcohol and Drug Abuse	Mark Rembek 526.8048
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	

# Percent Change DWI : Alcohol Crashes

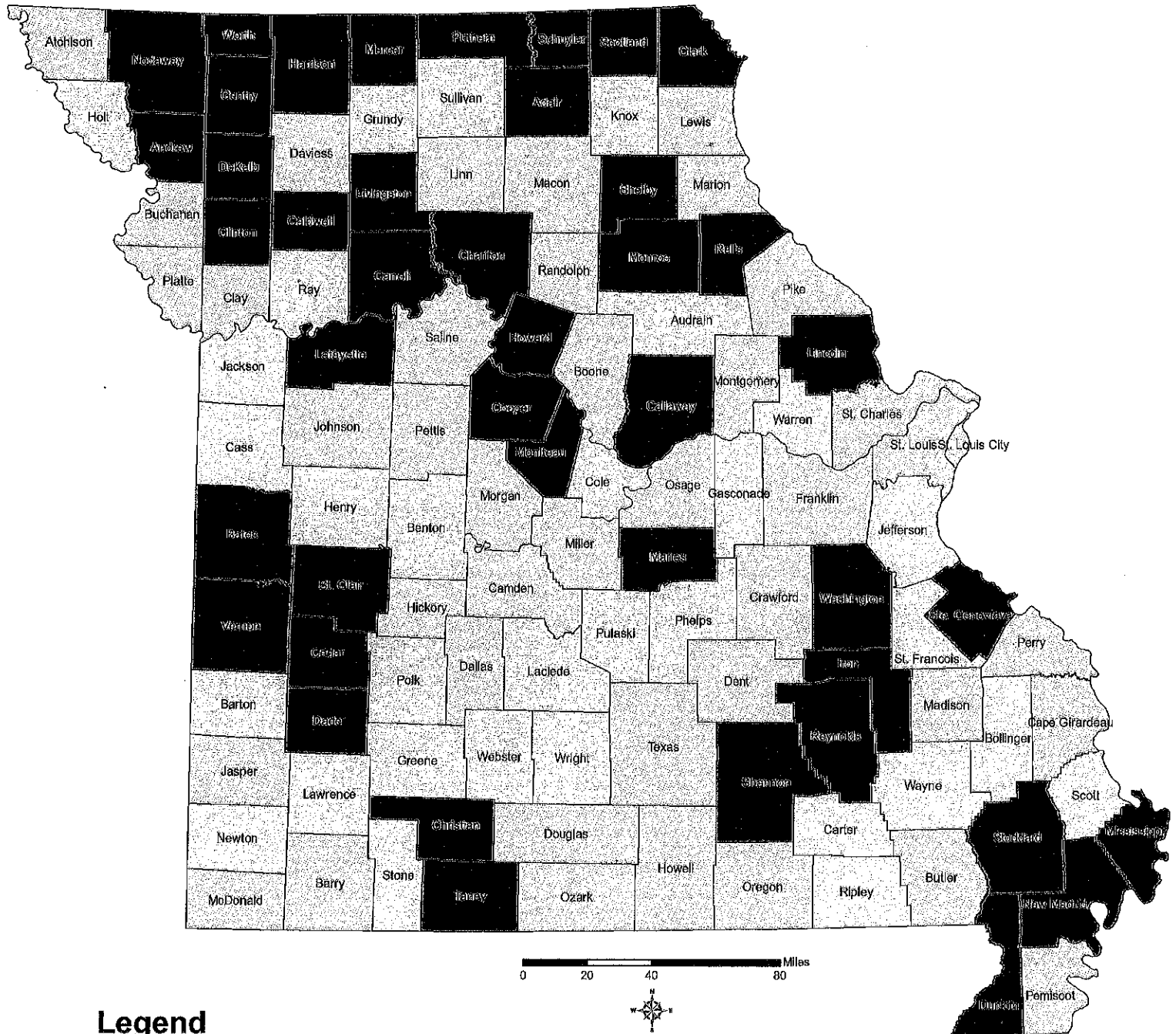


## Legend

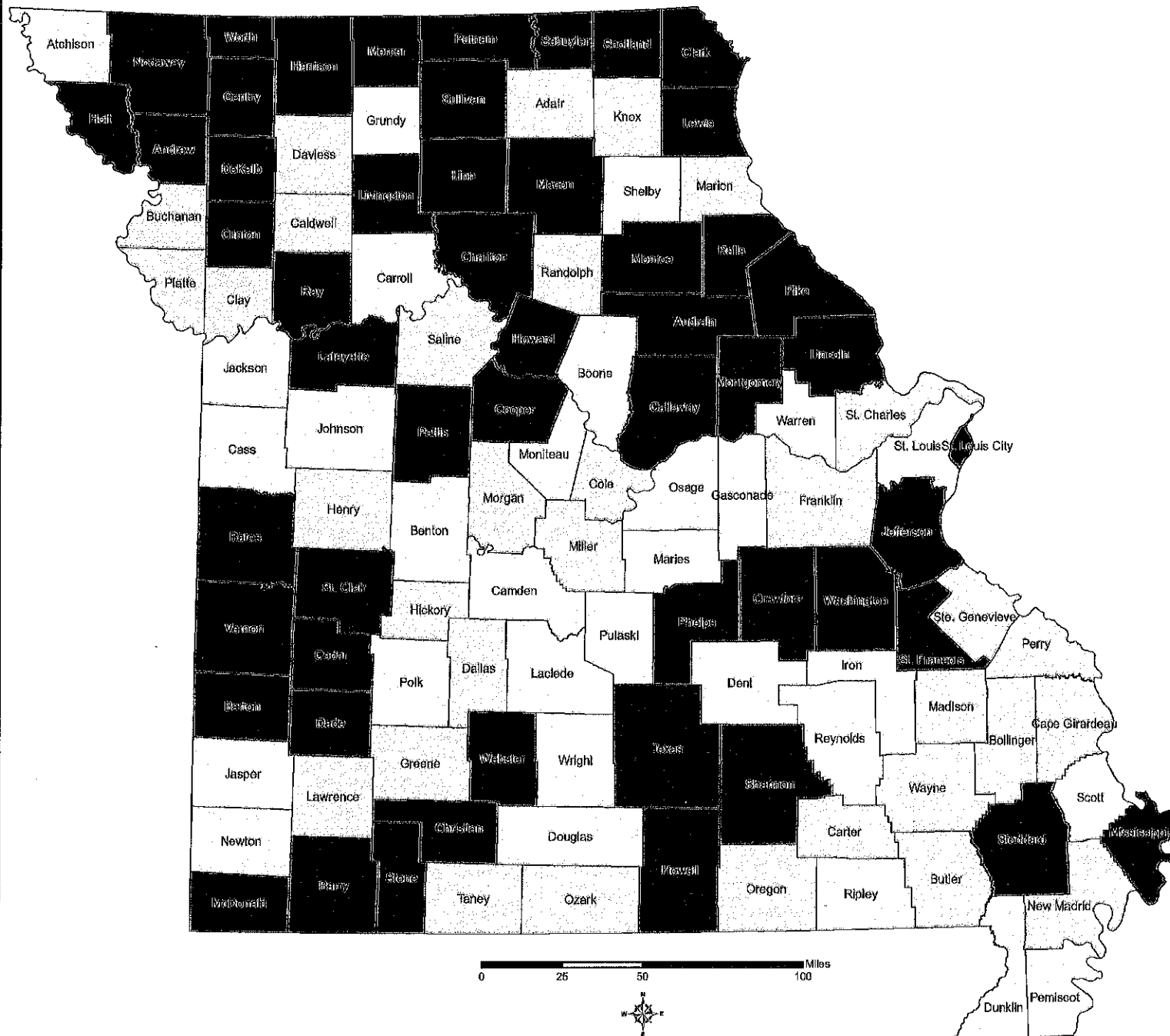
	>25%	Arrests Down/Crashes Up
	0 - 25%	Arrests Down/Crashes Down
	-1 - -25%	Arrests Up/Crashes Up
	<-25%	Arrests Up/Crashes Down

The extent of + or - depends on spread of arrest change and crash change.





# Percent Change of DWI Crashes from 2010 to 2011



## Percent Change DWI : Alcohol Crashes

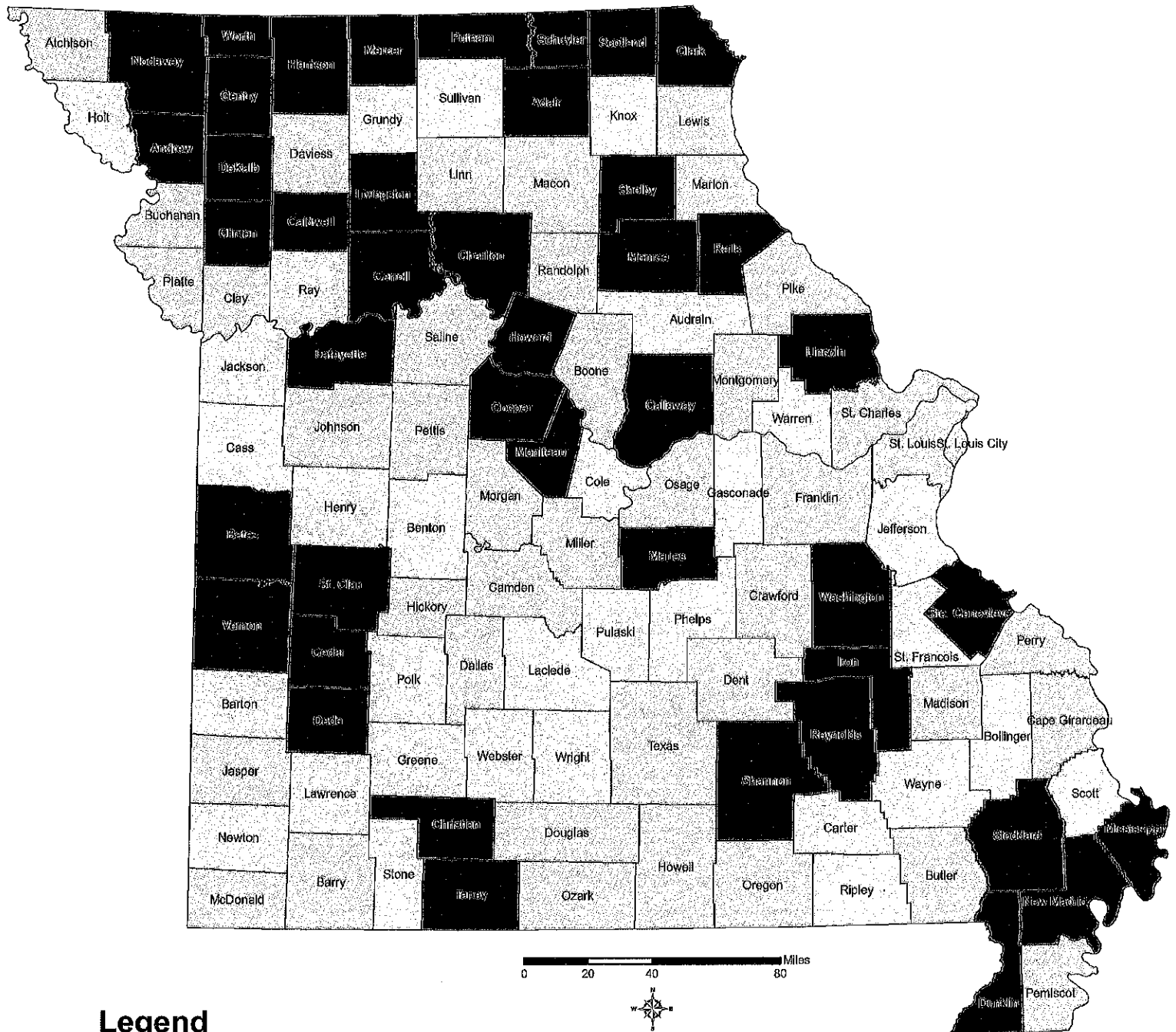


## Legend

	>25%	Arrests Down/Crashes Up
	0 - 25%	Arrests Down/Crashes Down
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The extent of + or - depends on spread of arrest change and crash change.

# Percent Change of DWI Crashes from 2010 to 2011



## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** February 8, 2013

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** MoDOT, 1320 Creek Trail Drive, I-55 Conference Room,  
Jefferson City, Missouri

## AGENDA TOPICS

- Introductions
  - See sign-in sheet for members/guests present
- HB 210, Crime Bill – James Klahr
  - The bill has been assigned to the Judiciary Committee. There are four hearings scheduled to go over the bill. The first is scheduled for Feb 6 to provide an overview of the bill, historical perspective and the need for a revision in the criminal code. The other hearings are scheduled for Feb 13, 20 and 27 with public comment on March 6, 2013. Senator Justis may file a companion bill in the Senate. Subcommittee members have expressed their concern with some of the language in the bill.
- MAP-21 Guidelines – Jackie Rogers
  - Discussed guidelines for Section 405(d) Impaired Driving Countermeasure Grant. Subcommittee agreed to plan a meeting to update Missouri's Impaired Driving Strategic Plan. This will be placed on the agenda for the next meeting.
- AIR Changes – Jim Chenault or Chuck Gooch
  - There are changes to the Alcohol Influence Report. Chuck passed out a copy with the changes highlighted. The new form has been sent out to law enforcement across the state.
- Update on Status of Breath Instrument Upgrade – Tracey Durbin
  - The administrative rules for the Breath Alcohol Program went into effect in December 2012 with new instruments approved. There is funding to

purchase new breath alcohol instruments for law enforcement agencies across the state. Tracey passed out the proposed replacement plan.

- Round Table Discussion

- Angie Plunkett provided an updated list of approved DWI courts in the state which includes information on the issuance/revocation of limited driving privileges.
- Dwight Scroggins provided an update on the pilot project in Buchanan County comparing DWI arrests made with the use of SFST and DWI arrests made without SFST's using PBT results. The main result has been a tremendous reduction in the amount of time it takes an officer to process the DWI arrest. No difference in the prosecution in terms of conviction rates.

- Next Meeting Date

- Next meeting is scheduled for Friday, April 12, 2013



**Missouri Coalition for Roadway Safety**  
**Impaired Driving Subcommittee Meeting**  
 February 8, 2013 – 9:00 a.m. – 12:00 p.m.  
 MoDOT, 1320 Creek Trail Drive, I-55 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	<i>Gena Ahlers</i>
Balke	Bud	Mothers Against Drunk Driving	<i>Bud Balke</i>
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	<i>Tracey AL</i>
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	<i>SSA</i>
Gooch	Chuck	Department of Revenue, General Counsel's Office	
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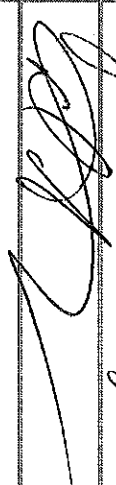
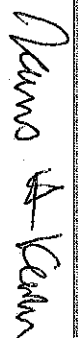



# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

February 8, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, I-55 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Lutmer	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	
Rembecki	Mark	Division of Alcohol and Drug Abuse	
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
Klehr	Jane	Mo Dept. of Public Safety	
Depe	Keana	MoDOT	



MISSOURI DEPARTMENT OF REVENUE  
DRIVER LICENSE BUREAU  
PO BOX 3700  
JEFFERSON CITY, MO 65105-3700  
**ALCOHOL INFLUENCE REPORT**

FORM <b>2389</b> (REV. 11-2012)	ORI NUMBER	REPORT NUMBER
	UC NUMBER (IF APPLICABLE)	

DATE OF ARREST OR CUSTODY (MM/DD/YYYY)	TIME OF INITIAL CONTACT (MIL)	TIME OF ARREST OR CUSTODY (MIL)	COUNTY OF ARREST OR CUSTODY
LOCATION OF ARREST OR CUSTODY		<input type="checkbox"/> COUNTY OR CITY ORDINANCE <input type="checkbox"/> RSMo 577.010 OR 577.012 <input type="checkbox"/> OTHER	

REASON FOR INITIAL CONTACT <input type="checkbox"/> TRAFFIC VIOLATION <input type="checkbox"/> CRASH <input type="checkbox"/> CHECKPOINT <input type="checkbox"/> OTHER - EXPLAIN	SUBJECT WAS OBSERVED DRIVING OR OPERATING BY
--	--

IDENTIFICATION	FULL NAME		DATE OF BIRTH (MM/DD/YYYY)	
	ADDRESS		CITY, STATE, ZIP CODE	
	RACE	SEX	HEIGHT	WEIGHT
	DRIVER LICENSE NUMBER	STATE	CDL HOLDER? <input type="checkbox"/> YES <input type="checkbox"/> NO	VEHICLE LICENSE NUMBER
	LICENSE CONFISCATED? <input type="checkbox"/> YES <input type="checkbox"/> NO	YEAR	MAKE	MODEL
	COLOR	VIN		

**OFFICER'S OBSERVATION MADE PRIOR TO ARREST OR CUSTODY (Check appropriate box(es) and add any pertinent remarks.)**

BREATH	ODOR OF ALCOHOLIC BEVERAGE: <input type="checkbox"/> FAINT <input type="checkbox"/> MODERATE <input type="checkbox"/> STRONG <input type="checkbox"/> NONE ODOR OF MARIJUANA OR CHEMICAL: <input type="checkbox"/> YES <input type="checkbox"/> NO
EYES PUPILS	<input type="checkbox"/> WATERY <input type="checkbox"/> BLOODSHOT <input type="checkbox"/> GLASSY <input type="checkbox"/> STARING <input type="checkbox"/> ARTIFICIAL EYE <input type="checkbox"/> CONSTRICTED <input type="checkbox"/> SLOW REACTION TO LIGHT <input type="checkbox"/> DILATED
BALANCE AND WALKING	<input type="checkbox"/> UNCERTAIN <input type="checkbox"/> SWAYING <input type="checkbox"/> STAGGERING <input type="checkbox"/> STUMBLING <input type="checkbox"/> FALLING <input type="checkbox"/> OTHER:
SPEECH	<input type="checkbox"/> SLURRED <input type="checkbox"/> CONFUSED <input type="checkbox"/> INCOHERENT <input type="checkbox"/> STUTTERING <input type="checkbox"/> MUMBLING <input type="checkbox"/> OTHER:
CLOTHING AND FOOTWEAR	DESCRIBE: SOILED BY:
UNUSUAL ACTIONS	<input type="checkbox"/> PROFANITY <input type="checkbox"/> HICCUPS <input type="checkbox"/> BELCHING <input type="checkbox"/> VOMITING <input type="checkbox"/> FIGHTING <input type="checkbox"/> OTHER:
ATTITUDE	DESCRIBE:

**SOBRIETY TESTS GIVEN PRIOR TO ARREST OR CUSTODY (Check appropriate box(es) and add any pertinent remarks.)**

<input type="checkbox"/> <b>HORIZONTAL GAZE NYSTAGMUS</b> 1. <input type="checkbox"/> Eyes Tracked Equally 2. <input type="checkbox"/> Pupils of Equal Size 3. <input type="checkbox"/> Resting Nystagmus Detected 4. LEFT RIGHT ____ No smooth Pursuit ____ ____ Distinct Nystagmus at maximum deviation ____ ____ Onset before 45° with some white showing ____ (See certification on page 4.) <input type="checkbox"/> <b>VERTICAL GAZE NYSTAGMUS DETECTED</b>	<input type="checkbox"/> <b>WALK-AND-TURN</b> <input type="checkbox"/> Falls to maintain heel-to-toe stance <input type="checkbox"/> Starts before instructed to begin <input type="checkbox"/> Stops while walking to steady self <input type="checkbox"/> Does not touch heel to toe (misses by more than 1/2 inch) <input type="checkbox"/> Loses balance while walking (steps off line) <input type="checkbox"/> Uses arms for balance (raises arm more than 6 inches) <input type="checkbox"/> Loses balance while turning or made improper turn <input type="checkbox"/> Incorrect number of steps <input type="checkbox"/> Cannot perform or refused to do test Explain: _____ _____	<input type="checkbox"/> <b>ONE LEG STAND</b> (Subject may stand on either foot for test. Indicate foot stood on below.) <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Sways while balancing <input type="checkbox"/> Uses arms for balance (raises arms more than 6 inches) <input type="checkbox"/> Hops <input type="checkbox"/> Puts foot down <input type="checkbox"/> Cannot perform or refused to do test Explain: _____ _____
--	--	--

OTHER: (ANY OTHER TEST(S) GIVEN NOT LISTED ABOVE) e.g., ALPHABET, COUNTING, ROMBERG, FINGER-TO-NOSE.

<b>IMPLIED CONSENT TIME ADVISED:</b> (MIL)		<b>FOR USE IN ZERO TOLERANCE ONLY</b>		
<input type="checkbox"/> 1. You are under arrest and I have reasonable grounds to believe you were driving a motor vehicle while you were in an intoxicated or drugged condition.		<input type="checkbox"/> 1. You have been stopped and are under the age of 21; I have reasonable grounds to believe that you were driving a motor vehicle with a blood alcohol content of .020% or more.		
<input type="checkbox"/> 2. To determine the alcohol or drug content of your blood, I am requesting you submit to a chemical test of your <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Other _____ (Check no more than two)				
<input type="checkbox"/> 3. If you refuse to take the test(s), your driver license will immediately be revoked for one year.				
<input type="checkbox"/> 4. Evidence of your refusal to take the test(s) may be used against you in prosecution in a court of law.				
<input type="checkbox"/> 5. Having been informed of the reasons for requesting the test(s), will you take the test(s)? <input type="checkbox"/> YES <input type="checkbox"/> NO    Time: _____ (MIL)				
If subject refused test(s), was an attorney requested <u>prior to refusal</u> ? <input type="checkbox"/> YES <input type="checkbox"/> NO    If yes, time subject asked for attorney: _____				
<b>15 MINUTE OBSERVATION PERIOD STARTED AT:</b> _____ (MIL)				
<b>MARK CHECK BOXES FOR EACH STEP (ATTACH MOST RECENT MAINTENANCE REPORT COMPLETED PRIOR TO THIS BREATH TEST.) -- IF BLOOD TEST, SEE PAGE 4.</b>				
<b>INTOXILYZER 5000</b>  <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period.  <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____  No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period.  <input type="checkbox"/> 3. Assure that power switch is ON and then press the START TEST button. <input type="checkbox"/> 4. Enter test record card. <input type="checkbox"/> 5. Enter subject and officer information. <input type="checkbox"/> 6. When display reads PLEASE BLOW, insert mouthpiece and take the subject's breath sample. <input type="checkbox"/> 7. When test record is printed, remove test record and attach printout to this report.		<b>DATAMASTER</b>  <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period.  <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____  No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period.  <input type="checkbox"/> 3. Assure that power switch is ON. <input type="checkbox"/> 4. Press RUN button. <input type="checkbox"/> 5. When display requests INSERT TICKET, insert evidence ticket. <input type="checkbox"/> 6. Enter subject and officer information. <input type="checkbox"/> 7. When display reads PLEASE BLOW and gives audible beep, take subject's breath sample. <input type="checkbox"/> 8. When printer has completed printing out test result, remove ticket from printer. Attach printout to this report.		<b>ALCO-SENSOR IV WITH PRINTER</b>  <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period.  <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____. No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period.  <input type="checkbox"/> 3. Make sure printer is connected to Alco-Sensor IV. <input type="checkbox"/> 4. Turn printer on. <input type="checkbox"/> 5. Insert mouthpiece into Alco-Sensor IV. <input type="checkbox"/> 6. Observe temperature display, make sure temperature reading is between 10°C and 40°C. <input type="checkbox"/> 7. When "BLNK" is displayed on Alco-Sensor IV, air blank is taken. <input type="checkbox"/> 8. When "TEST" is displayed on Alco-Sensor IV, take subject breath sample. <input type="checkbox"/> 9. When "SET" is displayed on Alco-Sensor IV, press SET button. <input type="checkbox"/> 10. When printer has completed printing test result, tear off tape and fill in subject and officer information. <input type="checkbox"/> 11. Press red button to eject mouthpiece. <input type="checkbox"/> 12. Turn printer off. <input type="checkbox"/> 13. Attach printout to this report.
<input type="checkbox"/> <b>OTHER (ATTACH CHECKLIST OR LAB REPORT)</b>				
<b>CERTIFICATION OF EXAMINATION BY OPERATOR</b>				
AS SET FORTH IN THE RULES PROMULGATED BY THE DEPARTMENT OF HEALTH AND SENIOR SERVICES (DOHSS) RELATED TO THE DETERMINATION OF BLOOD ALCOHOL BY BREATH ANALYSIS, I CERTIFY BY COMPLETING THE BELOW THAT:				
1. There was no deviation from the procedure approved by the Department.    3. I am authorized to operate the instrument. 2. To the best of my knowledge the instrument was functioning properly.    4. No radio transmission occurred inside the room where and when this test was being conducted.				
NAME OF OPERATOR		TROOP OR AGENCY		DOHSS PERMIT NUMBER
DATE (MM/DD/YYYY)		LOCATION OF INSTRUMENT		EXPIRATION DATE (MM/DD/YYYY)
SERIAL NUMBER		WITNESS (IF ANY)		BLOOD ALCOHOL CONCENTRATION BY WEIGHT

**MIRANDA RIGHTS**

BECAUSE YOU ARE UNDER ARREST, I AM INFORMING YOU OF YOUR CONSTITUTIONAL RIGHTS (MIRANDA WARNING)

- ☐ 1. You have the right to remain silent.
- ☐ 2. Anything you say can and will be used against you in a court of law.
- ☐ 3. You have the right to talk to a lawyer and have him or her present with you while you are being questioned.
- ☐ 4. If you cannot afford to hire a lawyer, one will be appointed to represent you before any questioning, if you wish.
- ☐ 5. You can decide at any time to exercise these rights and not answer any questions or make any statements.

 RIGHTS GIVEN AT ☐ SCENE ☐ STATION  
☐ HOSPITAL ☐ EN ROUTE TO STATION
DO YOU UNDERSTAND THE RIGHTS I'VE EXPLAINED TO YOU?  
☐ YES ☐ NOTIME ADVISED  
(MIL)

DATE (MM/DD/YYYY)

**INTERVIEWER TO COMPLETE**

INTERVIEW DATE (MM/DD/YYYY) TIME

INTERVIEWER'S NAME

WAS SUBJECT INVOLVED IN A CRASH?

☐ YES ☐ NO

DATE OF CRASH (MM/DD/YYYY)

TIME OF CRASH

(MIL)

**CRASH INFORMATION (IF APPLICABLE) — RECORD PERSON'S RESPONSES**

WERE YOU INVOLVED IN A MOTOR VEHICLE CRASH TODAY?

☐ YES ☐ NO WHEN:

WERE YOU OPERATING THE VEHICLE AT THE TIME OF THE CRASH?

☐ YES ☐ NO

WERE YOU INJURED IN THE CRASH?

☐ YES ☐ NO HOW:

HAVE YOU CONSUMED ANY INTOXICANTS SINCE THE CRASH?

☐ YES ☐ NO

IF YES, WHAT?

WHEN?

WHERE?

HOW MUCH?

**INTERVIEW — RECORD PERSON'S RESPONSES**

WHAT TIME IS IT NOW?

WHAT IS THE DATE?

WHAT DAY OF THE WEEK IS IT?

WHAT CITY (COUNTY) ARE YOU IN NOW?

WHEN DID YOU LAST EAT?

WHAT DID YOU LAST EAT?

WHAT WERE YOU DOING DURING THE LAST THREE HOURS PRIOR TO CONTACT WITH LAW ENFORCEMENT?

WERE YOU OPERATING THE VEHICLE AT THE TIME OF THE CRASH OR STOP?

☐ YES ☐ NO

HAVE YOU BEEN DRINKING?

☐ YES ☐ NO

IF YES, WHAT WERE YOU DRINKING?

TIME STARTED

TIME STOPPED

HOW MUCH?

WHERE?

ARE YOU UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE?

☐ YES ☐ NO

HAVE YOU USED MARIJUANA OR ANY OTHER DRUG, LEGAL OR ILLEGAL, IN THE LAST 72 HOURS?

☐ YES ☐ NO

IF YES, WHEN?

WHERE?

HOW MUCH?

IF YES, WHAT?

DO YOU HAVE ANY TEMPORARY OR LONG-TERM PHYSICAL OR MENTAL CONDITIONS?

☐ YES ☐ NO

IF YES, EXPLAIN:

ARE YOU TAKING TRANQUILIZERS, PILLS, MEDICINES, INJECTIONS OR DRUGS OF ANY KIND, SUCH AS INSULIN?

☐ YES ☐ NO

IF YES, WHAT?

WHEN?

WHERE?

HOW MUCH?

**STATEMENT OF BLOOD DRAWER (COMPLETE OR ATTACH SEPARATE STATEMENT)**

In accordance with the provisions of section 577.029, RSMo, and at the request and direction of a law enforcement officer, I withdrew blood from \_\_\_\_\_ for the purpose of determining the alcohol or drug content of the blood in strict accord with my training and accepted medical practice. The blood was withdrawn by means of a previously unused and sterile needle into a sterile, commercially-manufactured blood collection tube containing a preservative and anticoagulant. It was my good faith medical judgment that such procedure did not endanger the life or health of the person. The sample was labeled with the subject's identification and given to the requesting law enforcement officer.

DATE (MM/DD/YYYY)	TIME (MIL)	EMPLOYER
TITLE (CHECK ONE) <input type="checkbox"/> LICENSED PHYSICIAN <input type="checkbox"/> REGISTERED NURSE <input type="checkbox"/> TRAINED MEDICAL TECHNICIAN (Phlebotomist, Paramedic, etc.): _____		WORK TELEPHONE
SIGNATURE		NAME (TYPE OR PRINT)

**VERIFICATION OF IDENTIFICATION OF LAW ENFORCEMENT OFFICER. (PLEASE COMPLETE AND ATTACH NARRATIVE STATEMENT OF THE FACTS FOR THIS INVESTIGATION.)**

THE FOLLOWING DOCUMENTS RELATING TO THIS ARREST OR STOP ARE HEREBY INCORPORATED INTO THIS REPORT:

- ✓ **Narrative (attached).**
- ✓ Crash Report, if applicable.
- ✓ Missouri Driver License, if secured.
- ✓ Copy of most recent Maintenance Report prior to test.
- ✓ Notice of Suspension or Revocation (Revenue's copy), if issued.
- ✓ All other reports incidental to this arrest or stop and BAC testing.
- ✓ Copy of Citation (UC) and/or complaint filed with the Court, if applicable.
- ✓ Report(s) of the result(s) of all chemical tests conducted showing blood alcohol content if not included on page 2 of this form (Checklist or Lab Report).

**CERTIFICATION OF FIELD SOBRIETY TEST TRAINING (Check box if applicable)**

- ☐ I hereby certify that I have received a minimum of 8 hours training in administering, interpreting and scoring the horizontal gaze nystagmus test.

I HEREBY SWEAR UPON MY OATH, AND DO STATE AS FOLLOWS:

At all times mentioned herein, I was employed as a member of the below-stated Police Agency, and I am licensed, or exempt from certification pursuant to Chapter 590, RSMo, by the Director of Public Safety as having completed a program of mandatory standards for the training of peace officers in this State pursuant to Chapter 590, RSMo, and I arrested the above named person for a violation of a county or city ordinance prohibiting driving while intoxicated or an alcohol-related traffic offense or Section 577.010 or 577.012, RSMo, or conducted a .020% or more blood alcohol content-related stop. I certify that the information I have provided is true and correct to the best of my knowledge under the penalties of perjury for making a false statement to a public official.

CHECK APPROPRIATE BOX ►	<input type="checkbox"/> HIGHWAY PATROL <input type="checkbox"/> MUNICIPAL OFFICER <input type="checkbox"/> COUNTY OFFICER <input type="checkbox"/> ELECTED OFFICIAL <input type="checkbox"/> OTHER		
NAME OF LAW ENFORCEMENT OFFICER	BADGE NUMBER	RANK	NAME OF POLICE AGENCY OR TROOP LETTER
COMPLETE MAILING ADDRESS			BUSINESS TELEPHONE NUMBER
CITY, STATE, ZIP CODE			
<b>SIGNATURE — MUST SIGN</b>			

46 counties

Approved DWI Courts				As of January 18, 2013			
Circuit	County	Court Docket	Judge	Date Approved	LDP's Issued	LDP's Revoked	LDP's Suspended
1st	Clark	Hybrid	Rick Roberts	1/13/2012	0	0	0
1st	Scotland	Hybrid	Karl DeMarce	1/13/2012	0	0	0
2nd	Adair	Hybrid	Russell E. Steele	1/13/2012	0	0	0
5th	Buchanan	Stand-Alone	Daniel F Kellogg/Patrick Robb	5/25/2012	0	0	0
6th	Platte	Stand-Alone	Dennis Eckold	09/30/11	8	0	0
11th	St. Charles	Stand-Alone	Phillip Ohlms	9/17/10 & 9/30/11	142	27	19
12th	Montgomery	Stand-Alone	Kelly Broniec	9/17/10 & 8/19/11	3	0	0
12th	Warren	Stand-Alone	Wes Dalton	9/17/10 & 8/19/11	10	0	3
12th	Audrain	Stand-Alone	Kely Broniec	08/19/11	1	0	0
13th	Boone	Stand-Alone	Michael Bradley	05/13/11	31	1	6
13th	Callaway	Hybrid	Carol England	09/30/11	2	0	0
17th	Cass	Stand-Alone	William Collins	08/19/11	6	0	0
19th	Cole	Stand-Alone	Patricia Joyce	09/30/11	16	0	1
20th	Franklin	Stand-Alone	Stanley Williams	9/17/10 & 8/19/11	19	2	1
20th	Osage/Gasconade	Stand-Alone	Robert Schollmeyer	08/19/11	1	0	0
21st	St. Louis County	Stand-Alone	Barbara Wallace	09/30/11	12	0	1
23rd	Jefferson	Stand-Alone	Stephen D. Bouchard	05/13/11	10	0	0
24th	Washington	Hybrid	John Rupp	01/18/13	0	0	0
24th	St. Francois	Hybrid	John Rupp	01/18/13	0	0	0
24th	Ste. Genevieve	Hybrid	John Rupp	01/18/13	0	0	0
24th	Madison	Hybrid	John Rupp	01/18/13	0	0	0
25th	Texas	Hybrid	Douglas Gaston	05/13/11	2	0	0
28th	Vernon	Hybrid	James Bickel	09/30/11	2	0	0
28th	Cedar	Hybrid	James Bickel	09/30/11	1	0	0
28th	Barton	Hybrid	James Bickel	09/30/11	0	0	0
31st	Greene	Stand-Alone	Peggy Davis	09/17/10	89	9	1
32nd	Cape Girardeau/Perry	Hybrid	Scott Lipke	08/19/11	2	0	0
33rd	Mississippi/Scott	Hybrid	James Pinkston	05/25/12	0	0	0
35th	Dunklin	Stand-Alone	Phillip Britt	05/13/11	4	0	0
35th	Stoddard	Hybrid	Phillip Britt	05/13/11	0	0	0
36th	Butler	Hybrid	Mike Pritchett	9/17/10 & 9/30/11	2	0	0
36th	Ripley	Hybrid	Tom Swindle	9/17/10 & 9/30/11	0	0	0
39th	Stone	Stand-Alone	Alan Blankenship	05/13/11	6	0	0
39th	Barry	Hybrid	Victor Head	09/30/11	3	0	0
39th	Lawrence	Hybrid	Scott Sifferman	05/25/12	3	0	0
40th	Newton	Stand-Alone	Timothy Perigo	09/30/11	0	0	0
40th	McDonald	Hybrid	John LePage	01/18/13			
42nd	Wayne	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Iron	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Dent	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Crawford	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Reynolds	Hybrid	Jon Kiser	05/25/12	0	0	0
44th	Douglas	Hybrid	Robert C. Carter	01/13/12	2	0	0
44th	Ozark	Hybrid	Robert C. Carter	01/13/12	0	0	0
44th	Wright	Hybrid	Lynette Veenstra	01/13/12	0	0	0
45th	Lincoln/Pike	Stand-Alone	James Sullivan	01/14/11	20	3	0
Total					397	42	32
				Hybrid indicates that the court accepts DWI cases into their Drug Court program			

MISSOURI SAFETY CENTER PROPOSED BREATH-ALCOHOL INSTRUMENT REPLACEMENT PLAN

PHASE 1(a)	PHASE 1(b)	PHASE 2(a)	PHASE 2(b)	PHASE 3(a)	PHASE 3(b)	PHASE 3(c)
AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY
# of Units	# of Units	# of Units	# of Units	# of Units	# of Units	# of Units
ST LOUIS COUNTY PD	KANSAS CITY PD	SPRINGFIELD PD	CAPE GIRARDEAU PD	BOONE COUNTY SO	HANNIBAL PD	ST JOSEPH PD
3	3	2	1	1	1	1
JEFFERSON COUNTY SO	INDEPENDENCE PD	JOPLIN PD	FARMINGTON PD	UNIV OF MO' COLUMBIA	WARRENTON PD	MARYVILLE DPS
3	2	1	1	1	1	1
TOWN & COUNTRY PD	GRANDVIEW PD	NEVADA PD	HAYTI PD	JEFFERSON CITY PD	KIRKSVILLE PD	CHILLICOTHE PD
1	2	1	1	1	1	1
MARYLAND HEIGHTS PD	LEES SUMMIT PD	GREENE COUNTY SO	POPLAR BLUFF PD	FULTON PD	WINFIELD PD	CAMERON PD
1	1	1	1	1	1	1
OFALLON PD	BLUE SPRINGS PD	JASPER COUNTY SO	SCOTT CITY PD	ST ROBERT PD	LINCOLN COUNTY SO	TRENTON PD
1	1	1	1	1	1	1
ST PETERS PD	JACKSON COUNTY SO	NEOSHO PD	CARUTHERSVILLE PD	ROLLA PD	MEXICO PD	Total Instruments
1	1	1	1	1	1	6
ST LOUIS CITY	GLADSTONE PD	CARTHAGE PD	SKIDGON DPS	BOONVILLE PD	MACON PD	
4	1	1	1	1	1	
CREVE COEUR PD	BELTON PD	MONETT PD	JACKSON PD	WAYNESVILLE PD	BOWLING GREEN PD	
1	1	1	1	1	1	
CHESTERFIELD PD	PLATEAU COUNTY SO	BRANSON PD	DESLOGE PD	LAKE OZARK PD	LA GRANGE PD	
1	1	1	1	1	1	
ARNOLD PD	HARRISONVILLE PD	NIXA PD	WEST PLAINS PD	CAMDENTON PD	CANTON PD	
1	1	1	1	1	1	
WENTZVILLE PD	SWITZVILLE PD	DIUKESNE PD	DEXTER PD	OSAGE BEACH DPS	Total Instruments	10
1	1	1	1	1		
UNION PD	WARRENSBURG PD	WEBB CITY PD	EAST PRAIRIE PD	LEBANON PD		
1	1	1	1	1		
OVERLAND PD	RAYTOWN PD	REPUBLIC PD	PERRYVILLE PD	PHILPS COUNTY SO		
1	1	1	1	1		
FRANKLIN COUNTY SO	RAYMOND PD	OZARK PD	THAYER PD	ST JAMES PD		
1	1	1	1	1		
LAKE ST LOUIS PD	PLEASANT HILL PD	MODONALD COUNTY SO	LEADINGTON PD	HALLSVILLE PD		
1	1	1	1	1		
FLORENCE PD	SEDALIA PD	BOLIVAR PD	CHARLESTON PD	HOLTS SUMMIT PD		
1	1	1	1	1		
FRONTENAC PD	MARGHALL PD	ROGERSVILLE PD	MOUNTAIN VIEW PD	ELDON PD		
1	1	1	1	1		
KIRKWOOD PD	CLAYCOMO PD	LAMAR PD	BOYNE TERRE PD	HERMANN PD		
1	1	1	1	1		
BYRNES MILL PD	SPAN VALLEY PD	WILLARD PD	MOUNTAIN GROVE PD	OWENSVILLE PD		
1	1	1	1	1		
SUNSET HILLS PD	NORTH KANSAS CITY PD	AUFORIA PD	CABOOL PD	FAYETTE PD		
1	1	1	1	1		
WASHINGTON PD	OAK GROVE PD	CHRISTIAN COUNTY SO	Total Instruments	CALIFORNIA PD		
1	1	1	34	CENTRALIA PD		
DE SOTO PD	KEATNEY PD	HOLLISTER PD		SALEM PD		
1	1	1		Total Instruments		23
UNIVERSITY CITY PD	CLAY COUNTY SO	HENRY COUNTY SO				
1	1	1				
MANCHESTER PD	RIVERSIDE PD	ANDERSON PD				
1	1	1				
ELLISVILLE PD	SUGAR CREEK PD	BUTLER PD				
1	1	1				
FORNISTELL PD	HIGGINSVILLE PD	CASSVILLE PD				
1	1	1				
WEBSTER GROVES PD	PIEDMONT VALLEY PD	ORONO GO PD				
1	1	1				
BALLWIN PD	CASS COUNTY SO	CARL JUNCTION PD				
1	1	1				
DES PERES DPS	LAKE LOTAWANA PD	KIMBERLING CITY PD				
1	1	1				
ST CLAIR PD	LAKE WINNEBAGO PD	CARTERSVILLE PD				
1	1	1				
BELLEVILLE PD	RICHMOND PD	Total Instruments				
1	1	48				
HAZELWOOD PD	PARKVILLE PD					
1	1					
EUREKA PD	HOLDEN PD					
1	1					
BERKELEY PD	REGOLAR PD					
1	1					
BRIDGETON PD	JOHNSON COUNTY SO					
1	1					
ST ANN PD	ODESSA PD					
1	1					
BEL RIDGE PD	Total Instruments					
1	48					
MOINE ACRES PD						
1						
RICHMOND HEIGHTS PD						
1						
GERARD PD						
1						
BEVERLY HILLS PD						
1						
HILLSBORO PD						
1						
ROCK HILL PD						
1						
VELDA CITY PD						
1						
FERGUSON PD						
1						
BRENTWOOD PD						
1						
NEW HAVEN PD						
1						
Total Instruments	61					

Phase 1 Total Instruments	109
Phase 2 Total Instruments	55
Phase 3 Total Instruments	39
Training Total Instruments	50
Total Instruments	233

## PROPOSED HEARING SCHEDULE FOR THE CRIMINAL CODE

Judiciary  
Committee

February 6, 2013

- Introduction and overview, historical perspective and the need for a revision
- Chapter 556 (Preliminary Provisions)
- Chapter 557 (General Sentencing Provisions)
- Chapter 558 (Imprisonment)
- Chapter 559 (Probation)
- Chapter 560 (Fines)
- Chapter 564 (Inchoate Offenses)
- Chapter 565 (Crimes Against Persons)
- Chapter 455 (Adult Abuse and Child Abuse Orders)

February 13, 2013

- Chapter 566 (Sexual Offenses)
- Chapter 567 (Prostitution)
- 568 (Offenses Against the Family)
- 573 (Pornography and Related Offenses)

4 classes of  
assaults

February 20, 2013

- Chapter 195 (Drug Offenses)
- Chapter 577 (Public Safety Offenses)
- Chapter 570 (Weapons Offenses)
- Chapter 569 (Robbery, Arson, Burglary and Related Offenses)
- Chapter 570 (Stealing and Related Offenses)

February 27, 2013

- Chapter 572 (Gambling)
- Chapter 574 (Offenses Against Public Order)
- Chapter 575 (Offenses Against the Administration of Justice)
- Chapter 576 (Offenses Affecting Government)
- Chapter 578 (Miscellaneous Offenses)
- Chapters 27 to 545 and 610 to 701 (provisions outside the code)

March 6, 2013

- Public Comment on the Code



## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** April 12, 2013

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** MoDOT, 1320 Creek Trail Drive, I-55 Conference Room,  
Jefferson City, Missouri

## AGENDA TOPICS

- Introductions
  - See sign-in sheet for members/guests present
- Impaired Driving Summit and Update of Impaired Driving Strategic Plan
  - Group discussed dates for the Impaired Driving Summit. The dates picked are July 25 & 26, 2013 as first choice and August 8 & 9, 2013 for second choice. The group would like the summit to be held in Columbia because of the central location. Also discussed the Uniform Guidelines for State Highway Safety Programs and the Guide for Statewide Impaired-Driving Task Forces. Both documents will be provided to subcommittee members. Next meeting will focus on agenda topics, speakers and participants.
- Update on Status of Breath Instrument Upgrade
  - Tracey Durbin explained the status of the breath instrument upgrade in the state. Instruments are being purchased for phase one agencies and training will begin when the curriculum is developed.
- Round Table Discussion
  - Bud Balke passed out a news release that MADD sent out regarding passage of final FY'2013 federal spending bill by Congress.
  - Chuck Gooch and Tracy Robertson also discussed ignition interlock bills that are moving through the legislature and what impact they will have on the current program. The language will allow for first offenders to obtain a driver license immediately with the use of ignition interlock and will also require the implementation of gps and camera features for five and ten year license denials to be effective July 1, 2013 if the Governor signs the bill and July 15, 2013 if the bill passes through without a veto.

- Next Meeting Date
  - Friday, June 14, 2013

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

April 12, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, 1-55 Conference Room, Jefferson City, MO






First Name	Last Name	Agency	Signature
Lutner	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	KC Raftery
Rembecki	Mark	Division of Alcohol and Drug Abuse	Mark Rembecki
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	Tracy Robertson
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	Jackie Rogers
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	Greg Smith
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
Boyle	Bud	MOTHERS AGAINST DRUNK DRIVING	Bud Boyle

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

April 12, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, 155 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

## HIGHWAY SAFETY DIVISION

**MEETING TITLE:** Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

**DATE:** June 14, 2013

**TIME:** 9:00 a.m. – 12:00 p.m.

**LOCATION:** MoDOT, 830 MoDOT Drive, Purple Conference Room,  
Jefferson City, Missouri

## AGENDA TOPICS

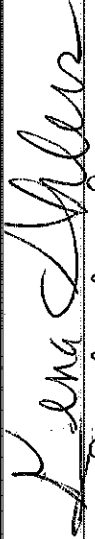




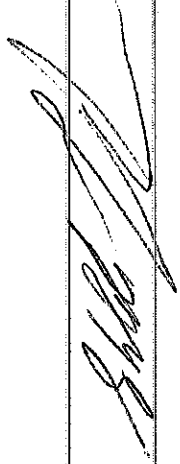
- Introductions
  - See sign-in sheet for members/guests present
- Impaired Driving Summit and Update of Impaired Driving Strategic Plan
  - Group discussion to plan the Impaired Driving Summit and revision of the strategic plan. The Summit will be held July 25 & 26, 2013 at the Hilton Garden Inn in Columbia, MO. The hotel contract is signed but will require some major changes discussed by the subcommittee. Members present would like to hold one session with no breakout groups. Stakeholders will be present to go over each of the planning areas as a group. Planning areas will follow the Uniform Guidelines for State Highway Safety Programs. There was discussion about including more information on drug-impaired driving along with the alcohol-impaired driving presentation. Also suggested a presentation from Dwight Scroggins regarding some of the projects he is working on in Buchanan County (e.g. 24/7 program and the SFST project). Members present will provide Jackie Rogers with contact information for stakeholders that should be invited to the Summit.
- Round Table Discussion
  - Mike Boland passed out information on MADD's 2013 Toolbox Training.
  - Chuck Gooch with DOR passed out information on SB 23 & SB 43 which passed this year and are awaiting the Governor's signature.
- Next Meeting Date
  - Impaired Driving Summit on July 25 & 26, 2013.

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

June 14, 2013 – 9:00 a.m. – 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

# Missouri Coalition for Roadway Safety

## Impaired Driving Subcommittee Meeting

June 14, 2013 – 9:00 a.m. – 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Lutner	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	
Rembecki	Mark	Division of Alcohol and Drug Abuse	<i>Mark Rembecki</i>
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	<i>Tracy Robertson</i>
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	<i>Jackie Rogers</i>
Scroggins	Dwight	Prosecuting Attorney – Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	<i>Greg Smith</i>
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	



# SUMMARY OF NEW IGNITION INTERLOCK DEVICE (IID) AND LIMITED DRIVING PRIVILEGE (LDP) PROVISIONS

\*\*\* SENATE BILLS 23, 43, AND 480\*\*  
STAGGERED EFFECTIVE DATES 2013 - 2014

Senate Bills 23 and 43, passed in the 2013 Legislative Session, amend Senate Bill 480, which was passed in the 2012 session (but not yet effective when amended in the 2013 session).

Section 302.309 limited driving privilege (LDP) provisions of Senate Bills 23 and 43 will be effective July, 2013; the remainder of the provisions will be effective March 4, 2014.

Senate Bill 480 contains provisions that will be effective only between the dates of October 1, 2013 and March 3, 2014. These cover restricted driving privileges (RDP) in *Sections 302.304 and 302.525, RSMo*, and certain license reinstatement requirements, *Sections 302.060, 302.304, and 302.525, RSMo*

**NOTE:** On March 4, 2014, Senate Bills 23 and 43 will repeal and replace all provisions of Senate Bill 480 relating to restricted driving privileges (RDP) and license reinstatement.

The timeline is as follows:

**July, 2013**—§ 302.309 LDP provisions *only* amended

**October 1, 2013**—§ 302.060 (5- and 10-yr. license denial reinstatement) and §§ 302.304 and 302.525 (“first” intoxication Point suspension and AD suspension restricted driving privilege (RDP) and reinstatement provisions amended.

**March 4, 2014**—§§302.060, 302.304, 302.325, 577.041. *RSMo* provisions amended.

These bills substantially impact the requirement for Ignition Interlock Device (IID) installation for intoxication-related offenders, and revise provisions for license reinstatement and issuance of limited and restricted driving privileges.

Highlights include:

- ◆ Adds new camera and GPS requirement for 5-year and 10-year denial offenders, for LDP or reinstatement;
- ◆ Adds new ignition interlock device (IID) monitoring requirement for certain offenders;
- ◆ Imposes sanctions for IID “violations” committed during required IID installation period;
- ◆ Reduces or eliminates traditional “hard walk” suspension periods for LDP and RDP issuance, if IID installed;
- ◆ Will permit LDP issuance on Administrative Alcohol revocation actions after 45-day suspension;
- ◆ Will permit LDP issuance on a second or subsequent Chemical Refusal revocation, after 90-day suspension.

Revised June 2013

Ignition Interlock Device



# IGNITION INTERLOCK DEVICE (IID)

**\*\*PROVISIONS EFFECTIVE\*\***

**OCTOBER 1, 2013 – MARCH 3, 2014**

**ONLY**

SENATE BILL 480

SECTIONS 302.060, 302.304 AND 302.525, RSMo

Senate Bill 480 provisions have an effective date of October 1, 2013. HOWEVER. Senate Bills 23 and 43 repeal and replace the following provisions of Senate Bill 480 on March 4, 2014.

## **Restricted Driving Privileges (RDP)**

### **Ignition Interlock Optional**

*Sections 302.304, 302.525, RSMo*

**1<sup>st</sup> Point suspension** (*Section 302.304 RSMo*) triggered by an intoxication-related conviction, or

**1<sup>st</sup> Administrative Alcohol suspension** (*Section 302.525.2 RSMo*)

- ◆ Keeps current 30/60 provisions, but adds an option for a driver to obtain a RDP after serving 15 days of suspension (75-day RDP) *if* IID installed
- ◆ If the offender chooses this option, he or she must have no reported IID “violations reset” during the 75-day period of IID installation. If a violation is noted, the required period of RDP with IID is extended an additional 75 days *with no violations*.

The license will not be reinstated until monitoring reports verify a continuous 75-day period without IID violation.

- ◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (*7 CSR 60-2.010(1)(4)37*)

## **License Reinstatement**

### **Ignition Interlock Required**

*Sections 302.060, 302.304 and 302.525. RSMo*

**Point suspension or revocation**, resulting from 2<sup>nd</sup> or subsequent alcohol or drug related offense  
§ 302.304.17, RSMo

**Administrative Alcohol revocation or suspension**, with prior “alcohol-related enforcement contact” as defined in § 302.525.3, RSMo § 302.525.5, RSMo

**Five-Year Denial** § 302.060.1(10), RSMo

**Ten-Year Denial** § 302.060.1(9), RSMo

Revised June 2013

Ignition Interlock Device

- ◆ All the above require ignition interlock device (IID) installation for a six-month period following date of license reinstatement (*not* date *eligible* for reinstatement).

- ◆ If any IID “violations reset” during the six-month period, an additional six-months of IID installation required

- ◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(4)37)

- ◆ “Photo identifying technology” (camera) and GPS features on ignition interlock device (IID) required for 5- and 10-year reinstatement

## **Ignition Interlock Device (IID) “Violations Reset”**

What the statutory provisions provide:

- Confirmed* BAC over setpoint of .025%
- Evidence of device tampering
- Evidence of device circumvention

As defined by MoDot Rule at 7 CSR 60-2.010(1)(4)37 as:

- A. Two 15-minute temporary lockouts within a 30-day period
  - B. Any 3 refusals to provide a retest sample within a 30-day period
  - C. Any 3 retest breath samples over .025% within a 30-day period
  - D. Any attempts to circumvent or tamper with a device
- ◆ “Service reminder” on the IID device is activated on a “violations reset” event. Temporary device lockout results and driver is advised by the device to bring vehicle in to provider to reset. Violation is logged on monthly IID monitoring report.
  - ◆ Rules filed 04-15-13; effective 10-30-13

# IGNITION INTERLOCK DEVICE (IID)

**\*\*EFFECTIVE MARCH 4, 2014\*\***

## CHAPTER 302 RSMo; SECTION 577.041 RSMo

### Restricted Driving Privileges (RDP)

*Sections 302.304, 302.525, RSMo*

#### **1<sup>st</sup> Point Suspension** (resulting from alcohol or drug offense)

*Section 302.304, RSMo*

#### **1<sup>st</sup> Administrative Alcohol Suspension** (1<sup>st</sup> in five years)

*Section 302.525, RSMo*

◆ Option for a driver to obtain a RDP from day “one” (90-day RDP) *if* IID installed

◆ If the offender chooses this option, he or she must have no reported IID “violations reset” during the 90-day period of IID installation. If a violation is noted, the required period of RDP with IID installation is extended an additional 30 days.

◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(A)37)

### Limited Driving Privileges (LDP)

*Section 302.309, RSMo*

◆ Five-year limitation on LDP issuance repealed;

◆ Offenders now eligible for a LDP on Administrative Alcohol revocations, after 45-day “hard walk” if Ignition Interlock Device (IID) installed;

◆ Offenders now eligible for a LDP on a 2<sup>nd</sup> or subsequent Chemical Refusal revocation, after serving an initial 90-day “hard walk” suspension period, if Ignition Interlock Device (IID) installed (and otherwise eligible);

◆ “Two-Refusal” ineligibility for other LDP applicants has been eliminated;

◆ Ignition Interlock Device (IID) installation now required for 1<sup>st</sup> Chemical Refusal LDPs

◆ Ignition Interlock Device (IID) installation is required for LDPs for five- and ten-year denials; point revocation triggered by second intoxication-related offense; administrative alcohol revocation; and chemical refusal revocation.

◆ Camera and GPS features for IID required for five- and ten-year denial LDPs

### Five- and Ten-Year Denial Limited Privileges

*Section 302.309.3(8)(a) and (b) RSMo*

- ◆ Camera and GPS features on Ignition Interlock Device (IID) required for five- and ten-year LDPs.
- ◆ Eliminates two-year “hard walk” prior to LDP eligibility on five-year denial (now eligible from day “one”), with IID installation (subject to initial 30-day “hard-walk” suspension resulting from DWI or BAC conviction which triggered);
- ◆ Eliminates three-year “hard walk” prior to LDP eligibility on ten-year denial (0 days), with IID installation (subject to initial 30-day “hard walk” suspension resulting from DWI or BAC conviction which triggered);
- ◆ Eliminates requirement for criminal history checks for five- and ten-year denial LDP applications;
- ◆ Applicants must be “otherwise eligible” for a LDP under *Section 302.309 RSMo* (i.e., no felony, etc.). If not eligible, must apply to a DWI Court for LDP issuance.

New provisions require a court to (“*shall*”) grant the LDP if:

1. Applicant is otherwise eligible
2. Has filed proof of ignition interlock installation
3. Has no “alcohol-related enforcement contacts” since last conviction that triggered denial

However, the applicant must still present evidence *satisfactory to the court* that the person’s habits and conduct show they no longer pose a threat to the public safety.

### License Reinstatement

*Sections 302.060, 302.304, 302.525, and 577.041, RSMo*

#### **Ignition Interlock Device Required for:**

**Point revocation**, with prior “alcohol-related enforcement contact” (as defined in § 302.525.3 RSMo) § 302.304.7, RSMo

**AD revocation or AD suspension**, with prior “alcohol-related enforcement contact” § 302.525.2(2), RSMo

**Chemical Refusal revocation**, with prior “alcohol-related enforcement contact” § 577.041.10, RSMo

**Five-Year Denial** § 302.060.1(10), RSMo (court shall order reinstatement, if otherwise qualified);

**Ten-Year Denial** § 302.060.1(9), RSMo (court shall order, reinstatement, if otherwise qualified)

◆ For **five- and ten-year reinstatement**--courts are required to *make a finding* as to whether the applicant’s habits and conduct show they no longer pose a threat to the public safety, and review results of a criminal history check (§ 302.060.3, RSMo). Camera and GPS features required on IID.

◆ All above reinstatements require ignition interlock device (IID) installation for a six-month period following date of license reinstatement (*not* date eligible for reinstatement).

◆ If any IID “violations reset” during the six-month period, an additional six-months of IID installation required

◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(4)37)

## **Court-Ordered Ignition Interlock**

*Section 577.600 RSMo*

- May order on first “intoxication-related traffic offense” as defined in *Section 577.023.1(4) RSMo*, upon plea or finding of guilt (includes SIS disposition);
- Court shall order on second or subsequent offense;
- Cost – Court may order fine be reduced by cost of device. *Section 577.602 RSMo*.

### **Minimum Period for Court-Ordered Ignition Interlock:**

Must require for a minimum six-month period from date of license reinstatement (not date *eligible* for reinstatement), whether or not the offender is currently eligible. The act of reinstatement commences the running of the six-month period.

### **Court-Ordered Interlock for Limited Driving Privilege:**

Where granted to applicant with second or subsequent intoxication-related offense, *must* require IID for term of LDP.

### **Proof of IID Installation with Department of Revenue (Administrative):**

Proof of installation of an IID upon conviction for certain alcohol-related offenses as a condition of license reinstatement **or** for the issuance of restricted or limited driving privileges for repeat offenders is required administratively. These provisions are in addition to the court-ordered requirements found in *Section 577.600 RSMo*. Installation is required for a minimum six-month period from the date of reinstatement.

A licensee is *required* to file proof of installation of an ignition interlock device with the Department of Revenue for:

**See Appendix section for the following form:**

CR105 – Order to Install Ignition Interlock Device

## **Ignition Interlock Device (IID) “Violations Reset”** (As defined by MoDOT Rule, 7 CSR 60-2.010(1)(A)37)

What the statutory provisions provide:

-*Confirmed* BAC over setpoint of .025%  
-Evidence of device tampering  
-Evidence of device circumvention

As defined by MoDot Rule at 7 CSR 60-2.010(1)(A)37 as:

- A. Two 15-minute temporary lockouts within a 30-day period
  - B. Any 3 refusals to provide a retest sample within a 30-day period
  - C. Any 3 retest breath samples over .025% within a 30-day period
  - D. Any attempts to circumvent or tamper with a device
- ♦ “Service reminder” on the IID device is activated on a “violations reset” event. Temporary device lockout results and driver is advised by the device to bring vehicle in to provider to reset. Violation is logged on monthly IID monitoring report.

*MISSOURI*

**Section 405(e)**

**Distracted  
Driving Grant**

**(No Application)**

*MISSOURI*

## **Section 405(f)**

# **Motorcyclist Safety Grant**

**23 CFR 1200.25 MAP-21, Section 405(f)**  
**Motorcyclists Safety Grants**  
**Appendix D Part 5**

The State of Missouri is applying for MAP-21 Section 405(f) Motorcyclists Safety Grants under Motorcycle Rider Training Courses and Use of Fees Collected from Motorcyclists for Motorcycle Programs criteria. Missouri has applied for and received funding using these two criteria within the SAFETEA-LU Section 2010 Motorcyclist Safety Grant Program since 2006.

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP Attachments 1, 2 and 3.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP Attachment 3.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP Attachment 4.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP Attachment 3.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP Attachments 3 and 5.

**Use of fees collected from motorcyclists for motorcycle programs:**

- ☐ Applying as a Law State –
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
**Legal citation** - Mo. Rev. Stat. § 302.137.1 (HSP Attachment 6)

**AND**

- The State's law appropriating funds for FY14 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.  
**Legal citation** - **HOUSE BILL NO. 4, 97TH GENERAL ASSEMBLY** (HSP Attachment 7)



# Motorcycle Riding Training Course Criteria

## Attachment 1:

Mo. Rev. Stat. § 302.133 - 134

Copy of official State document identifying the designated State  
authority over motorcycle safety issues

# *Missouri Revised Statutes*

## **Chapter 302 Drivers' and Commercial Drivers' Licenses Section 302.133**

August 28, 2012

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### **Definitions.**

302.133. As used in sections 302.133 to 302.138, the following terms mean:

- (1) "Department", the department of public safety;
- (2) "Director", the director of the department of public safety;
- (3) "Instructor", a licensed motorcycle operator who meets the standards established by the department to teach the motorcycle rider training course;
- (4) "Motorcycle", a motorcycle or motortricycle as those terms are defined by section 301.010;
- (5) "Motorcycle rider training course", a motorcycle rider education curriculum and delivery system approved by the department as meeting standards designed to develop and instill the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle.

(L. 1995 H.B. 717)

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Missouri General Assembly

# *Missouri Revised Statutes*

## **Chapter 302** **Drivers' and Commercial Drivers' Licenses** **Section 302.134**

August 28, 2012

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**Motorcycle safety education program, department to establish and set standards, program to include certain subjects--authority to adopt rules, procedure to adopt, suspend and revoke.**

302.134. 1. The department shall establish standards for and shall administer the motorcycle safety education program. The program shall include, but is not limited to, motorcycle rider training and instructor training courses. The department may expand the program to include components relating to the effect of alcohol and drugs on motorcycle operation, public awareness of motorcycles on the highways, driver improvement for motorcyclists, motorcycle operator licensing improvement, program promotion, and other motorcycle safety efforts.

2. Standards adopted by the department for the motorcycle safety education program, including standards for instructor qualification and standards for the motorcycle rider training and instructor training courses, shall, at a minimum, comply with the applicable standards of the Motorcycle Safety Foundation.

3. The department shall promulgate rules and regulations necessary to administer the provisions of sections 302.133 to 302.138.

4. No rule or portion of a rule promulgated under the authority of this chapter shall become effective until it has been approved by the joint committee on administrative rules in accordance with the procedures provided in this section, and the delegation of the legislative authority to enact law by the adoption of such rules is dependent upon the power of the joint committee on administrative rules to review and suspend rules pending ratification by the senate and the house of representatives as provided in this section.

5. Upon filing any proposed rule with the secretary of state, the department shall concurrently submit such proposed rule to the committee, which may hold hearings upon any proposed rule or portion thereof at any time.

6. A final order of rulemaking shall not be filed with the secretary of state until thirty days after such final order of rulemaking has been received by the committee. The committee may hold one or more hearings upon such final order of rulemaking during the thirty-day period. If the committee does not disapprove such order of rulemaking within the thirty-day period, the department may file such order of rulemaking with the secretary of state and the order of rulemaking shall be deemed approved.

7. The committee may, by majority vote of the members, suspend the order of rulemaking or portion thereof by action taken prior to the filing of the final order of rulemaking only for one or more of the following grounds:

- (1) An absence of statutory authority for the proposed rule;
- (2) An emergency relating to public health, safety or welfare;
- (3) The proposed rule is in conflict with state law;
- (4) A substantial change in circumstance since enactment of the law upon which the proposed rule is based.

8. If the committee disapproves any rule or portion thereof, the department shall not file such disapproved portion of any rule with the secretary of state and the secretary of state shall not publish in the Missouri Register any final order of rulemaking containing the disapproved portion.

9. If the committee disapproves any rule or portion thereof, the committee shall report its findings to the senate and the house of representatives. No rule or portion thereof disapproved by the committee shall take effect so long as the senate and the house of representatives ratify the act of the joint committee by resolution adopted in each house within thirty legislative days after such rule or portion thereof has been disapproved by the joint committee.

10. Upon adoption of a rule as provided in this section, any such rule or portion thereof may be suspended or revoked by the general assembly either by bill or, pursuant to section 8, article IV of the Constitution of Missouri, by concurrent resolution upon recommendation of the joint committee on administrative rules. The committee shall be authorized to hold hearings and make recommendations pursuant to the provisions of section 536.037. The secretary of state shall publish in the Missouri Register, as soon as practicable, notice of the suspension or revocation.

(L. 1995 H.B. 717)

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Missouri General Assembly

# Motorcycle Riding Training Course Criteria

## Attachment 2:

Executive Order 03-05

February 2003

Governor Bob Holden

Copy of official State documents identifying the designated State  
authority over motorcyclist safety issues

This executive order moved the Division of Highway Safety from  
the Missouri Department of Public Safety to the Missouri  
Department of Transportation.

FEB 05 2003

EXECUTIVE ORDER NO.  
03-05

*Mark B. Holden*  
SECRETARY OF STATE

WHEREAS, the Department of Public Safety is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 650, RSMo; and

WHEREAS, the Division of Highway Safety is assigned to the Department of Public Safety pursuant to Section 650.005, RSMo; and

WHEREAS, the Missouri Department of Transportation is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 226, RSMo; and

WHEREAS, the Division of Highway Safety works to promote the safe operation of vehicles on or about the highways, roads, and streets of this state; and

WHEREAS, the Department of Transportation is tasked with supervision of the construction, maintenance, and operation of the state highway system; and

WHEREAS, the Division of Highway Safety and the Department of Transportation both engage in activities related to the state highway system and its safe operation; and

WHEREAS, the consolidation of these activities would increase efficiencies and eliminate duplication of efforts; and

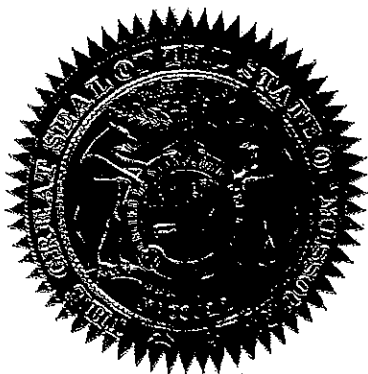
WHEREAS, I am committed to integrating executive branch operations to improve the way the state delivers services; and

WHEREAS, the transfer of the functions of the Division of Highway Safety to the Department of Transportation is a component of the Governor's Reorganization Plan of 2003, which is designed to streamline state government and make it as efficient as possible.

NOW, THEREFORE, I, BOB HOLDEN, GOVERNOR OF THE STATE OF MISSOURI, by virtue of the authority vested in me by the Constitution and the Laws of the State of Missouri, do hereby order the Missouri Department of Public Safety, the Division of Highway Safety, and the Missouri Department of Transportation to cooperate to:

1. Develop mechanisms and processes necessary to effectively transfer the functions of the Division of Highway Safety to the Department of Transportation;
2. Transfer all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges of the Division of Highway Safety to the Department of Transportation, by Type I transfer, as defined under the Reorganization Act of 1974; and
3. Take the steps necessary to maintain compliance with federal requirements, such as filing a state plan amendment, so as not to jeopardize federal financial participation with this consolidation.

This Order shall become effective no sooner than August 28, 2003 unless disapproved within sixty days of its submission to the First Regular Session of the 92<sup>nd</sup> General Assembly.



IN WITNESS WHEREOF, I have hereunto set  
my hand and caused to be affixed the Great  
Seal of the State of Missouri, in the City of  
Jefferson on this 5<sup>th</sup> day of February, 2003

*Bob Holden*

Bob Holden  
Governor

ATTEST:

*Matt Blunt*

Matt Blunt  
Secretary of State

wji

# Motorcycle Riding Training Course Criteria

## Attachment 3:

MO 11 CSR 60-1.010 – 60.110

<http://www.sos.mo.gov/adrules/csr/current/11csr/11c60-1.pdf>

moved to

MO 7 CSR 60-1.010 – 60.110

<http://www.sos.mo.gov/adrules/csr/current/7csr/7c60-1.pdf>

Copy of official State documents identifying the designated State authority  
over motorcyclist safety issues

MO 7CSR 60-1.010 (1) and (2)

Document showing the designated State authority approving the training  
curriculum that includes instruction in crash avoidance and other safety-  
oriented operational skills for both in-class and on-the-motorcycle.

MO 7CSR 60-1.010 (2) and (7) and MO 7 CSR 60-1.060 (1)

Document showing that certified motorcycle rider training instructors teach  
the motorcycle riding training course.

MO 7CSR 60-1.010 (4) and MO 7CSR 60-1.030 (1)

Description of the quality control procedures to assess motorcycle rider  
training courses and instructor training courses and actions taken to improve  
courses.

MO 7CSR 60-1.100



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# Rules of

# Department of Public Safety

## Division 60—Division of Highway Safety

## Chapter 1—Motorcycle Safety Education Program

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**Title 11—DEPARTMENT OF  
PUBLIC SAFETY  
Division 60—Division of Highway Safety  
Chapter 1—Motorcycle Safety Education  
Program**

**11 CSR 60-1.010 Definitions**  
(Moved to 7 CSR 60-1.010)

**11 CSR 60-1.020 Program Sponsor**  
(Moved to 7 CSR 60-1.020)

**11 CSR 60-1.030 Motorcycle Instructor**  
(Moved to 7 CSR 60-1.030)

**11 CSR 60-1.040 Student Admission Re-  
quirements**  
(Moved to 7 CSR 60-1.040)

**11 CSR 60-1.050 Verification of Course  
Completion**  
(Moved to 7 CSR 60-1.050)

**11 CSR 60-1.060 Approved Motorcycle  
Training Courses**  
(Moved to 7 CSR 60-1.060)

**11 CSR 60-1.070 Motorcycle Requirements**  
(Moved to 7 CSR 60-1.070)

**11 CSR 60-1.080 Notice and Hearing  
Requirements**  
(Moved to 7 CSR 60-1.080)

**11 CSR 60-1.090 Sponsor Suspension**  
(Moved to 7 CSR 60-1.090)

**11 CSR 60-1.100 Quality Assurance Visits**  
(Moved to 7 CSR 60-1.100)

**11 CSR 60-1.110 Sponsor Pre-Suspension  
Notification**  
(Moved to 7 CSR 60-1.110)

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# Rules of

# Department of Transportation

## Division 60—Highway Safety Division

## Chapter 1—Motorcycle Safety Education Program

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7 CSR 60-1.100 Quality Assurance Visits .....	6
7 CSR 60-1.110 Sponsor Pre-Suspension Notification.....	6



## Title 7—DEPARTMENT OF TRANSPORTATION

### Division 60—Highway Safety Division Chapter 1—Motorcycle Safety Education Program

#### 7 CSR 60-1.010 Definitions

**PURPOSE:** *This rule defines terms used in the rules which pertain to the administration and operations of the Motorcycle Safety Education Program.*

(1) Department—Missouri Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle rider training and safety program.

(2) Division—Division of Highway Safety. A division within the department assigned with the responsibility for establishing and administering the motorcycle rider training course and safety program per Motorcycle Safety Foundation (MSF) guidelines.

(3) Experienced rider course—A current approved Motorcycle Safety Foundation course of instruction designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists.

(4) Instructor—An individual certified by MSF and approved to teach the motorcycle rider training courses in Missouri. This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or state of Missouri.

(5) Minor—Any person fifteen and one-half (15 1/2) years (15 years and 182 days) old the day the course begins but less than eighteen (18) years old.

(6) Mobile site sponsor—A public or private entity bound by a letter of agreement to advertise for and enroll students, pay for insurance, and provide a facility for the riding portion of the course. The department provides the remaining equipment, material, and instructional staff for the course. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

(7) Motorcycle rider course—A current approved Motorcycle Safety Foundation rider course of instruction designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies.

(8) Motorcycle rider training program—The motorcycle rider training and safety program provides information and courses in knowledge, skills, and safety relating to the operation of motorcycles to all motorcyclists in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(9) Motorcycle Safety Foundation (MSF)—A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(10) Permanent site sponsor—A public or private entity contracted by the department to provide motorcycle rider training on a regular basis. In its role as a permanent site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

**AUTHORITY:** *section 302.134, RSMo 2000. \* This rule originally filed as 11 CSR 60-1.010. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.010, effective Aug. 28, 2003.*

*\*Original authority: 302.134, RSMo 1995.*

#### 7 CSR 60-1.020 Program Sponsor

**PURPOSE:** *This rule outlines the standards for an approved motorcycle rider training program sponsor.*

(1) No individual, association, partnership, corporation, or educational or governmental agency may sponsor or offer training in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, a sponsor must be approved by the division through a current contract for a permanent site sponsor or letter of agreement for a mobile site sponsor. Approval will be denied unless a sponsor applicant meets the following requirements. The applicant must demonstrate the capacity to register students, collect and account for tuition as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, submit and maintain all required records, and contract with, schedule, and compensate authorized instructors as appropriate.

(A) All applicants must have access to a riding area for on-cycle training that is—

1. A paved surface, including asphalt, concrete, or other all-weather surface of suitable traction; and

2. Large enough to safely accommodate any motorcycle training range approved by the department, per Motorcycle Safety Foundation (MSF) guidelines, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles.

(B) Applicants for permanent sites must also have access to—

1. A secure storage area to physically and environmentally protect training motorcycles and other course equipment;

2. A classroom, not located in a private residence, that is large enough to seat all students and instructors comfortably and that contains at least one (1) adequate desk or equivalent seating and writing surface for each student, and at least one (1) instructor's desk, table, or podium;

3. Audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and

4. A first-aid kit and at least one (1) five pound (5 lb.) Class ABC Occupational Safety and Health Administration (OSHA)-approved fire extinguisher, or equivalent, for the riding area.

(2) Approval as a sponsor may be suspended if the sponsor, an instructor under contract with the sponsor, or a member of the sponsoring organization with supervisory or executive duties involving the training program—

(A) Fails to continue to meet the requirements of MSF;

(B) Has been convicted or placed on probation for—

1. Any felony;

2. Any offense involving moral turpitude within the previous ten (10) years from the date of approval or renewal except as provided hereinafter; or

3. Any offense involving tampering with a government record, or any of the following offenses involving the operation of a motor vehicle within the previous five (5) years:

A. Criminally negligent homicide;

B. Driving while intoxicated; or

C. Driving under the influence of drugs;

(C) Cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;

(D) Knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;



(E) Permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver's license or permit;

(F) Knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(G) Knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in section 195.010(7), RSMo.

(3) The division may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(4) Approval may be canceled if—

(A) It was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(B) If the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension.

(5) Each sponsor must designate a chief school official to be responsible for signing contracts with the department, instructors, or students and for signing any forms required of the sponsor. The chief school official must also be designated by the sponsor to be the custodian of all records, which shall be kept for a period of at least three (3) years from the date of the final performance report under the contract.

(6) If the sponsor is an organization, that organization shall designate one (1) of its members as the chief school official. If the sponsor is an individual, that person shall also be the chief school official.

(7) The control of the sponsor is considered to have changed if—

(A) In the case of sole proprietorship, more than fifty percent (50%) of the controlling interest has been sold or transferred;

(B) In the case of a partnership or a corporation, more than fifty percent (50%) of the controlling interest has been sold or transferred; or

(C) The board of directors, officers, shareholders, or similar governing body has been

changed to such an extent as to significantly alter the management and control of the sponsor.

(8) When control of the sponsor has changed, as outlined in section (7) of this rule, the contract will be canceled and renegotiated through the appropriate rules and regulations.

*AUTHORITY: section 302.134, RSMo Supp. 1995.\* This rule originally filed as 11 CSR 60-1.020. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.020, effective Aug. 28, 2003.*

*\*Original authority: 302.134, RSMo 1995.*

### 7 CSR 60-1.030 Motorcycle Instructor

*PURPOSE: This rule outlines the standards for an approved motorcycle rider training program instructor.*

(1) No individual may instruct or offer instruction in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, an instructor must be approved by the division. Approval will be denied unless an instructor applicant meets the following requirements. The applicant must agree to teach the training courses in accordance with the division's rules, policies, procedures, and approved curricula and must—

(A) Hold a current National Certification from the Motorcycle Safety Foundation (MSF);

(B) Be a high school graduate or possess a valid general educational development (GED);

(C) Possess a valid driver's license that allows the operation of a motorcycle;

(D) Be a licensed driver for at least five (5) years;

(E) Meet the current driving record evaluation standards established by the Missouri Department of Revenue for school bus drivers pursuant to *Revised Statutes of Missouri*;

(F) Be free from addiction to the use of alcoholic beverages or drugs; and

(G) Be physically and mentally competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations.

(2) An applicant for approval to instruct an advanced motorcycle rider training course must meet all the requirements to instruct as identified in section (1) of this rule, plus attend a department approved curriculum update, and be able to perform technically

correct riding demonstrations on his/her personal motorcycle.

(3) Approval as an instructor may be suspended if the instructor fails to continue to meet the requirements of sections (1) and (2) of this rule.

(4) Approval may be canceled if—

(A) It was based on false or incorrect information or mistake; or

(B) The discrepancy causing the suspension under 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course completion by a minor), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements) has not been corrected within the time limit prescribed by a suspension.

(5) A motorcycle instructor approved by the division may teach both the classroom and on-cycle phases of the courses for which the approval was granted.

(6) Motorcycle instructors approved by the division may not—

(A) Give instruction or allow a student to receive instruction in motorcycle safety if either the instructor or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in *Revised Statutes of Missouri*; or

(B) Complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion. Course of instruction must be completed within one (1) calendar year.

*AUTHORITY: section 302.134, RSMo Supp. 1995.\* This rule originally filed as 11 CSR 60-1.030. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.030, effective Aug. 28, 2003.*

*\*Original authority: 302.134, RSMo 1995.*

### 7 CSR 60-1.040 Student Admission Requirements

*PURPOSE: This rule outlines the standards for admission into the motorcycle rider training program.*



(1) Motorcycle Rider Courses, are open to any person who is—

(A) Physically and mentally capable of being licensed in Missouri as a motorcycle operator; and

(B) At least fifteen and one-half (15 1/2) years (15 years and 182 days) old on the day the course begins.

(2) The experienced rider course is restricted to individuals with a current motorcycle (Class M) driver's license or motorcycle endorsement on their driver's license. Each student must provide his/her own motorcycle that meets the requirements of 11 CSR 60-1.070 (relating to motorcycle requirements).

**AUTHORITY:** section 302.134, RSMo 2000.\* This rule originally filed as 11 CSR 60-1.040. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.040, effective Aug. 28, 2003.

\*Original authority: 302.134, RSMo 1995.

#### 7 CSR 60-1.050 Verification of Course Completion

**PURPOSE:** This rule outlines the standards for verification of completion in an approved motorcycle rider training program.

(1) The sponsor will issue a Missouri Motorcycle Training Certificate to a student who is at least fifteen and one-half (15 1/2) years (15 years and 182 days) of age and who has successfully completed the approved Motorcycle Rider Course. A completion certificate is issued to verify that the student has met the educational and training requirements for a Missouri motorcycle operator's permit or license. A Department of Public Safety serialized completion certificate will be issued by the course sponsor to every student completing the approved Motorcycle Rider Course. A copy of the completion certificate can be obtained from the Department of Public Safety.

(2) The division will accept an original signature or the written, stamped, or typed name or signature of the chief school official on the form. The signature of the instructor on the form must be an original signature. If the chief school official is also the instructor, that person must sign both spaces on the form.

**AUTHORITY:** section 302.134, RSMo 2000.\* This rule originally filed as 11 CSR 60-1.050. Original rule filed March 20, 1996, effective

Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.050, effective Aug. 28, 2003.

\*Original authority: 302.134, RSMo 1995.

#### 7 CSR 60-1.060 Approved Motorcycle Training Courses

**PURPOSE:** This rule outlines the standards for an approved motorcycle rider training program.

**PUBLISHER'S NOTE:** The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. Therefore, the material which is so incorporated is on file with the agency who filed this rule, and with the Office of the Secretary of State. Any interested person may view this material at either agency's headquarters or the same will be made available at the Office of the Secretary of State at a cost not to exceed actual cost of copy reproduction. The entire text of the rule is printed here. This note refers only to the incorporated by reference material.

(1) The division adopts the educational, safety, and instructor standards, by reference, of the most current versions of the following Motorcycle Safety Foundation (MSF) courses:

(A) The current approved Motorcycle Safety Foundation Motorcycle Rider Course, or as amended;

(B) The current approved experienced rider course. The choice of curricula is determined by the size of the riding area. The skill and knowledge tests for the experienced curricula are not required but may be used at the sponsor's discretion; and

(C) The approved instructor preparation course is MSF instructor preparation course curriculum.

(2) Approved course curricula are available for inspection at the division's Jefferson City offices.

**AUTHORITY:** section 302.134, RSMo 2000.\* This rule originally filed as 11 CSR 60-1.060. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.060, effective Aug. 28, 2003.

\*Original authority: 302.134, RSMo 1995.

#### 7 CSR 60-1.070 Motorcycle Requirements

**PURPOSE:** This rule outlines the standards for motorcycles used in an approved motorcycle rider training program.

(1) A motorcycle must be rejected for use by the lead course instructor if it fails to meet the requirements of this section or if, in the discretion of the instructor, the motorcycle is unsafe for the rider, an instructor, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(2) Any student-owned motorcycle must—

(A) Meet all the requirements for operation on public highways;

(B) Have proof of adequate insurance coverage available for inspection by the lead course instructor; and

(C) Meet all other requirements of this rule.

(3) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets all other requirements of this rule.

(4) A moped, no-ped, motor scooter, motor-assisted bicycle, or a motorcycle with an engine displacement of over 500cc—

(A) May not be used in the basic course; and

(B) May be used in the advanced course only if it meets all other requirements of this rule.

(5) No sponsor may provide a motorcycle to a student for use in the advanced course. If a sponsor provides a motorcycle to a student for use in the basic course, the motorcycle—

(A) Must meet the safety requirements of section (1) of this rule;

(B) Must not be prohibited by section (4) of this rule; and

(C) May, but is not required to, be registered, inspected, or insured for operation on public highways.

**AUTHORITY:** section 302.134, RSMo Supp. 1999.\* This rule originally filed as 11 CSR 60-1.070. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 22, 1999, effective May 30, 2000. Moved to 7 CSR 60-1.070, effective Aug. 28, 2003.

\*Original authority: 302.134, RSMo 1995.

**7 CSR 60-1.080 Notice and Hearing Requirements**

**PURPOSE:** This rule outlines the notice and hearing requirements for an approved motorcycle rider training program sponsor.

(1) If the division intends to deny, suspend, or cancel approval of a program sponsor or instructor, notice and opportunity for hearing must be given as provided by *Revised Statutes of Missouri*.

**AUTHORITY:** section 302.134, *RSMo Supp. 1995*. \* This rule originally filed as 11 CSR 60-1.080. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.080, effective Aug. 28, 2003.

\*Original authority: 302.134, *RSMo 1995*.

**7 CSR 60-1.090 Sponsor Suspension**

**PURPOSE:** This rule outlines the terms of suspension of a motorcycle rider training program sponsor.

(1) The term of suspension under 11 CSR 60-1.020 (relating to program sponsor) and 11 CSR 60-1.030 (relating to motorcycle instructor) may not exceed one (1) year. The term of suspension may be reduced by the motorcycle rider training program manager of the division on the recommendation of the program director for motorcycle rider training if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to disapproval. To again become approved, a disapproved sponsor or instructor must reapply and meet all current requirements for approval.

**AUTHORITY:** section 302.134, *RSMo Supp. 1995*. \* This rule originally filed as 11 CSR 60-1.090. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.090, effective Aug. 28, 2003.

\*Original authority: 302.134, *RSMo 1995*.

**7 CSR 60-1.100 Quality Assurance Visits**

**PURPOSE:** This rule outlines the rules for quality assurance visits for motorcycle rider training program sponsors and instructors.

(1) Quality assurance visits (QAVs) will be conducted at each of the motorcycle rider training program sites, at least once per cal-

endar year. During the QAV, the focus will be on the adherence to requirements outlined in 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements).

(2) The QAVs will be conducted by division personnel or by persons contracted by the division to perform them.

(3) While conducting the QAV, the evaluator will utilize the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved motorcycle safety instructor training course. The QAV shall be conducted at least once per certification period (two (2) years). Instructor(s) not meeting the approved criteria will be suspended as outlined in 11 CSR 60-1.030 (relating to motorcycle instructor). Remedial actions necessary to remove the suspension will be determined by the motorcycle rider training program manager of the division, on the recommendation of the program director for motorcycle operator training and may include, but is not limited to:

(A) Attending a department-sponsored instructor curriculum refresher course;

(B) Attending all or portions of a department-sponsored instructor training course; or

(C) Teaching an entire course under the supervision of a division staff member, an approved chief instructor, or other individual(s) expressly designated by the division to perform such duties.

**AUTHORITY:** section 302.134, *RSMo 2000*. \* This rule originally filed as 11 CSR 60-1.100. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.100, effective Aug. 28, 2003.

\*Original authority: 302.134, *RSMo 1995*.

**7 CSR 60-1.110 Sponsor Pre-Suspension Notification**

**PURPOSE:** This rule outlines when a sponsor should notify the division of impending legal action.

(1) All sponsors shall notify in writing the division with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within thirty (30) days of such action.

**AUTHORITY:** section 302.134, *RSMo Supp. 1995*. \* This rule originally filed as 11 CSR 60-1.110. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.110, effective Aug. 28, 2003.

\*Original authority: 302.134, *RSMo 1995*.

# Motorcycle Riding Training Course Criteria

## Attachment 4:

Missouri Motorcycle Training Site Locations

and

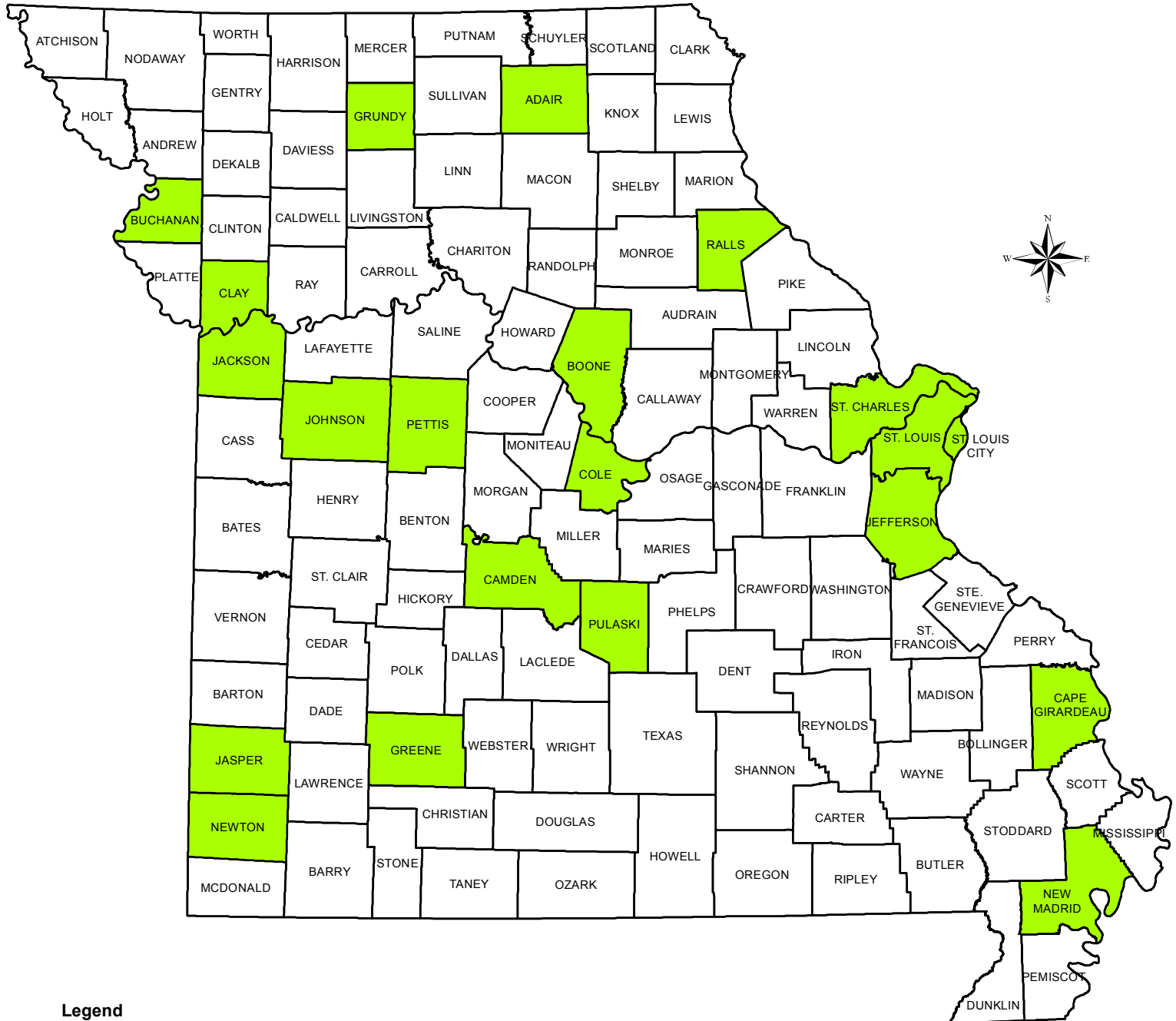
Missouri Motorcycle Registration Data by County and  
corresponding Training Site Locations

Document(s) regarding locations of the motorcycle rider training  
course being offered in the State.



# Missouri Motorcycle Safety Program

## Motorcycle Training Sites



### Legend

Motorcycle Training Sites

## 2013 MMSP TRAINING SITE INFORMATION

NOTE: All training sites operate April – October, weather permitting.

Counties covered: Adair, Boone, Buchanan, Camden, Cape Girardeau, Clay, Cole, Green, Grundy, Jackson, Jasper, Jefferson, Johnson, New Madrid, Newton Ralls, Pettis, Pulaski, St Charles, St Louis

### Site-Specific Information Below

#### Ballwin, Mo

St. Louis County Park Rangers  
Queeny Park  
550 Weidman Rd.  
Ballwin, MO 63031  
**314-615-4FUN**  
**St Louis County**

#### Camdenton, MO

Lake Career & Tec. Center  
269 Dare Blvd.  
PO Box 1409  
Camdenton, MO 65020  
**573-346-9260**  
**Camden County**

#### Cape Girardeau, MO

Cape Girardeau Career & Technology Center  
1080 South Silver Springs Road  
Cape Girardeau, MO 63703  
**573-334-0826**  
**Cape Girardeau County**

#### Columbia, MO

Mid-America Harley-Davidson  
Rider's Edge  
5704 Freedom Dr.  
Columbia, MO 65202  
**573-875-4444**  
**Boone County**

#### Festus, MO

Surdyke Harley-Davidson  
Rider's Edge  
2435 Hwy 67  
Festus, MO 63028  
**636-931-8700**

**Jefferson County**

Grandview, MO

Gail's Harley-Davidson/Buell

5900 E. 150 Highway

Grandview, MO 64030

**816-966-2222**

**Jackson County**

Hillsboro, MO

Jefferson College

1000 Vicking Dr.

Hillsboro, MO 63050

**636-797-3000 ext. 142**

**Jefferson County**

Jefferson City, MO

Highway Patrol CDL Testing Site

Freedom of Road Riders

5621 Raptor Rd.

Jefferson City, MO 65109

**800-309-7433**

**Cole County**

Joplin, MO

Cycle Connection Harley-Davidson/Buell

Rider's Edge

5014 S. Hearnese Boulevard

Joplin, MO 64804

**417-623-1054 X-227**

**Jasper County**

Kansas City, MO

Rolling Wheels Training Center

4804 B Noland Rd.

Kansas City, MO 64133

**816-478-3677**

**Jackson County**

Kansas City, MO

Worth Harley-Davidson

Rider's Edge

6609 North Oak Trafficway

Gladstone, MO 64118

Harley-Davidson Final Assembly Plant

11401 N. Congress

Kansas City, MO 64153

**816-420-9000**

**Clay County**

Kansas City, MO

Maple Woods Community College

2601 NE Barry Road

Kansas City, MO 64156

**816-437-3011**

**Clay County**

Kirkwood, MO

Doc's Harley-Davidson

930 S. Kirkwood Road

Kirkwood, MO 63122

**314-965-0166**

**St. Louis County**

Kirksville, MO

Kirksville High School

Freedom of Road Riders

Kirksville, MO 63501

800-309-7433

**Adair County**

**RERP# 60861-19**

Malden, MO

Bootheel Motorcycle Training, LLC

610 Stokelan Dr.

Malden, MO 63863

**573-276-2507**

**New Madrid County**

**RERP# 60380-9**

Malden, MO

Malden Industrial Park

Freedom of Road Riders

Malden, MO 63863

**800-309-7433**

**New Madrid County**

Monroe City, MO

Mark Twain Lake Training Site

Mark Twain Lake

20642 Highway J

Monroe City, MO 63456

**573-565-2228**

**Ralls County**

Neosho, MO

Crowder College

601 Laclede

Neosho, MO 64850

**417-455-5418**

**Newton County**

Sedalia, MO

State Fair Community College

3201 W. 16<sup>th</sup> St.

Sedalia, MO 65301

**660-596-7286**

**Pettis County**

Springfield, MO

Ozark Technical Community College

840 Booneville

Springfield, MO 65802

**417-447-8888**

**Green County**

St. Charles, MO

St. Charles Park Rangers

1900 W. Randolph St.

St. Charles, MO 63301

**636-949-3377**

**St. Charles County**

St. Louis, MO

Forest Park Community College

5600 Oakland Ave.

St. Louis, MO 63110

**314-644-9175**

**St. Louis County**

St. Louis, MO

Gateway to the West Harley-Davidson

Rider's Edge

3600 Lemay Ferry Road

St. Louis, MO 63125

**314-845-9900**

**St. Louis County**

St. Joseph, MO

Hillyard Technical Center

3434 Faraon St.

St. Joseph, MO 64506  
**816-671-4170**  
**Buchanan County**

Trenton, MO  
Trenton High School  
1415 Oklahoma Ave  
Freedom of Road Riders  
Trenton, MO  
**Grundy County**

Waynesville, MO  
Waynesville Technical Academy  
810 Roosevelt  
Waynesville, MO 65583  
**573-774-6106**  
**Pulaski County**

Warrensburg, MO  
Missouri Safety Center  
1200 S. Holden  
Warrensburg, MO 64093  
**800-801-3588**  
**Johnson County**

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Adair	598		X		X	X	X	X						X	X	X	X
Andrew		600		x													
Atchison		239		x													
Audrain		820		x													
Barry		1,169		x													
Barton		478		x													
Bates		578		x													
Benton		637		x													
Bollinger		340		x													
Boone	3,796		X		X	X	X	X						X	X	X	X
Buchanan	2,825		X		X	X	X	X						X	X	X	X
Butler		1,064		x													
Caldwell		236		x													
Callaway		1,360		x													
Camden	1,529		X		X	X	X	X						X	X	X	X
Cape Girardeau	2,272		X		X	X	X	X						X	X	X	X
Carroll		229		x													
Carter		155		x													
Cass		3,763		x													
Cedar		396		x													
Chariton		174		x													
Christian		2,458		x													
Clark		216		x													
Clay		7,873		x													
Clinton		702		x													
Cole		1,880		x													
Cooper		437		x													
Crawford		853		x													
Dade		226		x													
Dallas		461		x													
Daviess		297		x													
DeKalb		316		x													
Dent		503		x													
Douglas		351		x													
Dunklin		740		x													
Franklin		3,299		x													
Gasconade		407		x													
Gentry		214		x													
Greene	7,019		X		X	X	X	X						X	X	X	X
Grundy	311		X		X	X	X	X						X	X	X	X
Harrison		243		x													
Henry		775		x													
Hickory		245		x													
Holt		158		x													
Howard		239		x													
Howell		1,271		x													
Iron		298		x													

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Jackson	15,379		X		X	X	X	X						X	X	X	X
Jasper	3,939		X		X	X	X	X						X	X	X	X
Jefferson	7,602		X		X	X	X	X						X	X	X	X
Johnson	1,879		X		X	X	X	X						X	X	X	X
Knox		115		x													
Laclede		1,141		x													
Lafayette		1,076		x													
Lawrence		1,330		x													
Lewis		312		x													
Lincoln		1,879		x													
Linn		376		x													
Livingston		494		x													
McDonald		630		x													
Macon		505		x													
Madison		320		x													
Maries		209		x													
Marion		865		x													
Mercer		92		x													
Miller		759		x													
Mississippi		259		x													
Moniteau		381		x													
Monroe		237		x													
Montgomery		384		x													
Morgan		759		x													
New Madrid	332		X		X	X	X	X						X	X	X	X
Newton	2,079		X		X	X	X	X						X	X	X	X
Nodaway		655		x													
Oregon		258		x													
Osage		330		x													
Ozark		318		x													
Pemiscot		376		x													
Perry		611		x													
Pettis	1,395		X		X	X	X	X						X	X	X	X
Phelps		1,358		x													
Pike		472		x													
Platte		3,235		x													
Polk		821		x													
Pulaski	2,072		X		X	X	X	X						X	X	X	X
Putnam		134		x													
Ralls	465		X		X	X	X	X						X	X	X	X
Randolph		658		x													
Ray		882		x													
Reynolds		126		x													
Ripley		409		x													
St. Charles	9,706		X		X	X	X	X						X	X	X	X
St. Clair		286		x													
Ste. Genevieve		1,895		x													



Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
St. Francois		628		x													
St. Louis	15,940		X		X	X	X	X						X	X	X	X
Saline		686		x													
Schuyler		106		x													
Scotland		150		x													
Scott		1,021		x													
Shannon		202		x													
Shelby		192		x													
Stoddard		814		x													
Stone		1,088		x													
Sullivan		150		x													
Taney		1,409		x													
Texas		732		x													
Vernon		559		x													
Warren		1,254		x													
Washington		590		x													
Wayne		328		x													
Webster		1,087		x													
Worth		79		x													
Wright		450		x													
St. Louis City	2,945		X		X	X	X	X						X	X	X	X
TOTALS	82,083 (With)	73,172 (Without)	0 (With)	0 (Without)													

# Motorcycle Riding Training Course Criteria

## Attachment 5:

Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses.

Missouri Motorcycle Safety Program Memo explaining quality control procedures



Missouri Motorcycle Safety Program  
Humphreys 200  
University of Central Missouri  
Warrensburg, MO 64093

## MEMORANDUM

DATE: February 15, 2013

TO: Chris Luebbert, MoDOT, Traffic and Highway Safety Division

FROM: Michael Davis

Missouri Motorcycle Safety Program

RE: Missouri Motorcycle Safety Program Quality Assurance Procedures

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The MMSP conducts ongoing and comprehensive quality control on all aspects of the program including at least one visit for every training site annually. Q.A. visits last a minimum of three hours and consists of observation by a trained Quality Assurance specialist who evaluates every aspect of the training including instructor performance and training site compliance with state and national performance standards. Also, every training motorcycle used in MMSP courses is evaluated for compliance with training and safety standards at each visit.

Additionally, quality assurance personnel receive ongoing training in evaluation techniques and protocols. As MMSP State Coordinator I seek ongoing opportunities for training and updated information from the Motorcycle Safety Foundation to ensure our standards and techniques are the most current available.

Finally, we actively solicit course feedback from our students in the form of surveys conducted after course completion. All training sites and instructors around Missouri are also encouraged to provide their students with direct contact information to the office of the state coordinator in the event they would like to provide praise or register a complaint with our office.

Don't hesitate to contact me if you have any questions or need additional information.

Michael Davis, State Coordinator

Missouri Motorcycle Safety Program

## Use of Fees Collected from Motorcyclists for Motorcycle Programs Criteria

### Attachment 6:

#### ☐ Applying as a Law State –

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

#### **Legal citation:**

Mo. Rev. Stat. § 302.137.1

# *Missouri Revised Statutes*

## **Chapter 302** **Drivers' and Commercial Drivers' Licenses** **Section 302.137**

August 28, 2011

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### **Motorcycle safety trust fund established, purpose--operators of motorcycles or motortricycles in violation of laws or ordinances to be assessed surcharge, collection, distribution.**

302.137. 1. There is hereby created in the state treasury for use by the department of public safety a fund to be known as the "Motorcycle Safety Trust Fund". All judgments collected pursuant to this section, appropriations of the general assembly, federal grants, private donations and any other moneys designated for the motorcycle safety education program established pursuant to sections 302.133 to 302.138 shall be deposited in the fund. Moneys deposited in the fund shall, upon appropriation by the general assembly to the department of public safety, be received and expended by the department of public safety for the purpose of funding the motorcycle safety education program established under sections 302.133 to 302.138. Notwithstanding the provisions of section 33.080 to the contrary, any unexpended balance in the motorcycle safety trust fund at the end of any biennium shall not be transferred to the general revenue fund.

2. In all criminal cases, including violations of any county ordinance or any violation of criminal or traffic laws of this state, including an infraction, there shall be assessed as costs a surcharge in the amount of one dollar. No such surcharge shall be collected in any proceeding involving a violation of an ordinance or state law when the proceeding or defendant has been dismissed by the court or when costs are to be paid by the state, county or municipality.

3. Such surcharge shall be collected and distributed by the clerk of the court as provided in sections 488.010 to 488.020. The surcharge collected pursuant to this section shall be paid to the state treasury to the credit of the motorcycle safety trust fund established in this section.

(L. 1995 H.B. 717, A.L. 1996 S.B. 869, A.L. 2002 H.B. 1270 and H.B. 2032)

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Missouri General Assembly

# Use of Fees Collected from Motorcyclists for Motorcycle Programs Criteria

## Attachment 7:

### □ Applying as a Law State –

The State's law appropriating funds for FY14 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

### **Legal citation:**

FIRST REGULAR SESSION

[TRULY AGREED TO AND FINALLY PASSED]

CONFERENCE COMMITTEE SUBSTITUTE FOR

SENATE COMMITTEE SUBSTITUTE FOR

HOUSE COMMITTEE SUBSTITUTE FOR

**HOUSE BILL NO. 4**

**97TH GENERAL ASSEMBLY**

(Page 10, line 16)

<http://www.house.mo.gov/billtracking/bills131/biltxt/truly/HB0004T.htm>

### **Supporting documents:**

- Missouri Motorcycle Safety Program: Executive Summary
- Missouri Motorcycle Safety Program: Budget 2011 – Present
- Motorcycle Safety Trust Fund: Schedule of Revenues, Expenditures and Changes in Fund Balances
- Motorcycle Safety Trust Fund: State Fiscal Year 2013 Revenues
- Motorcycle Safety Trust Fund: State Fiscal Year 2013 Expenditures

FIRST REGULAR SESSION  
[TRULY AGREED TO AND FINALLY PASSED]  
CONFERENCE COMMITTEE SUBSTITUTE FOR  
SENATE COMMITTEE SUBSTITUTE FOR  
HOUSE COMMITTEE SUBSTITUTE FOR

# HOUSE BILL NO. 4

## 97TH GENERAL ASSEMBLY

0004L.05T

2013

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### AN ACT

To appropriate money for the expenses, grants, refunds, and distributions of the Department of Revenue, the Department of Transportation, and the several divisions and programs thereof to be expended only as provided in Article IV, Section 28 of the Constitution of Missouri, and to transfer money among certain funds for the period beginning July 1, 2013 and ending June 30, 2014; provided that no funds from these sections shall be expended for the purpose of costs associated with the offices of the Governor, Lieutenant Governor, Secretary of State, State Auditor, State Treasurer, or Attorney General.

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*Be it enacted by the General Assembly of the state of Missouri, as follows:*

There is appropriated out of the State Treasury, to be expended only as provided in  
2 Article IV, Section 28 of the Constitution of Missouri, for the purpose of funding each  
3 department, division, agency, and program enumerated in each section for the item or items  
4 stated, and for no other purpose whatsoever chargeable to the fund designated for the period  
5 beginning July 1, 2013 and ending June 30, 2014, as follows:

Section 4.005. To the Department of Revenue

2 For the purpose of collecting highway related fees and taxes

3       Personal Service and/or Expense and Equipment, provided that not  
4       more than ten percent (10%) flexibility is allowed between  
5       personal service and expense and equipment and not more than ten  
6       percent (10%) flexibility is allowed between Sections 4.005,  
7       4.010, 4.015, 4.020, and 4.025

8 From General Revenue Fund..... \$10,315,178

9 From State Highways and Transportation Department Fund.. 13,336,336

10 Total (Not to exceed 445.79 F.T.E.). .... \$23,651,514

## Section 4.010. To the Department of Revenue

## 2 For the Division of Taxation

3 Personal Service and/or Expense and Equipment, provided that not  
 4 more than ten percent (10%) flexibility is allowed between  
 5 personal service and expense and equipment and not more than ten  
 6 percent (10%) flexibility is allowed between Sections 4.005,  
 7 4.010, 4.015, 4.020, and 4.025

8	From General Revenue Fund.....	\$22,400,932
9	From Health Initiatives Fund.....	54,981
10	From Petroleum Storage Tank Insurance Fund.....	28,378
11	From Conservation Commission Fund.....	563,644
12	From Petroleum Inspection Fund.....	36,250
13	For the integrated tax system	
14	Expense and Equipment	
15	From General Revenue Fund.....	<u>29,200,000</u>
16	Total (Not to exceed 603.80 F.T.E.).	\$52,284,185

## Section 4.015. To the Department of Revenue

## 2 For the Division of Motor Vehicle and Driver Licensing

3 Personal Service and/or Expense and Equipment, provided that not  
 4 more than ten percent (10%) flexibility is allowed between  
 5 personal service and expense and equipment and not more than ten  
 6 percent (10%) flexibility is allowed between Sections 4.005,  
 7 4.010, 4.015, 4.020, and 4.025

8	From General Revenue Fund.....	\$644,278
9	From Federal Funds.....	162,192
10	From Motor Vehicle Commission Fund.....	436,263
11	From Department of Revenue Specialty Plate Fund.....	<u>16,683</u>
12	Total (Not to exceed 32.05 F.T.E.).	\$1,259,416

## Section 4.020. To the Department of Revenue

## 2 For the Division of Legal Services

3 Personal Service and/or Expense and Equipment, provided that not  
 4 more than ten percent (10%) flexibility is allowed between  
 5 personal service and expense and equipment and not more than ten  
 6 percent (10%) flexibility is allowed between Sections 4.005,  
 7 4.010, 4.015, 4.020, and 4.025



8	From General Revenue Fund.....	\$1,538,395
9	From Federal Funds.....	416,322
10	From Motor Vehicle Commission Fund. ....	495,967
11	From Tobacco Control Special Fund.....	<u>44,363</u>
12	Total (Not to exceed 52.75 F.T.E.). ....	\$2,495,047

## Section 4.025. To the Department of Revenue

2	For the Division of Administration	
3	Personal Service and/or Expense and Equipment, provided that not	
4	more than ten percent (10%) flexibility is allowed between	
5	personal service and expense and equipment and not more than ten	
6	percent (10%) flexibility is allowed between Sections 4.005,	
7	4.010, 4.015, 4.020, and 4.025.....	\$1,375,941
8	Annual salary adjustment in accordance with Section 105.005, RSMo. ...	<u>250</u>
9	From General Revenue Fund.....	1,376,191
10	From Federal Funds.....	6,022,215
11	From Child Support Enforcement Fund. ....	2,614,920
12	For postage	
13	Expense and Equipment	
14	From General Revenue Fund.....	3,764,817
15	From Health Initiatives Fund.....	5,373
16	From Motor Vehicle Commission Fund. ....	44,029
17	From Conservation Commission Fund. ....	<u>1,343</u>
18	Total (Not to exceed 38.66 F.T.E.). ....	\$13,828,888

## Section 4.030. To the Department of Revenue

2	For the State Tax Commission	
3	Personal Service and/or Expense and Equipment, provided that not	
4	more than twenty-five percent (25%) flexibility is allowed between	
5	personal service and expense and equipment. ....	\$2,509,496
6	Annual salary adjustment in accordance with Section 105.005, RSMo. ...	<u>750</u>
7	From General Revenue Fund.....	2,510,246
8	For the Productive Capability of Agricultural and Horticultural Land Use Study	
9	Expense and Equipment	
10	From General Revenue Fund.....	<u>3,876</u>
11	Total (Not to exceed 48.00 F.T.E.). ....	\$2,514,122

## Section 4.035. To the Department of Revenue

- 2 For the state's share of the costs and expenses incurred pursuant to an
- 3 approved assessment and equalization maintenance plan as
- 4 provided by Chapter 137, RSMo
- 5 From General Revenue Fund. . . . . \$9,843,804

## Section 4.040. To the Department of Revenue

- 2 For payment of fees to counties as a result of delinquent collections made
- 3 by circuit attorneys or prosecuting attorneys and payment of
- 4 collection agency fees
- 5 From General Revenue Fund. . . . . \$3,000,000

## Section 4.045. To the Department of Revenue

- 2 For payment of fees to counties for the filing of lien notices and lien releases
- 3 From General Revenue Fund. . . . . \$465,000

## Section 4.050. To the Department of Revenue

- 2 For distribution to cities and counties of all funds accruing to the Motor
- 3 Fuel Tax Fund under the provisions of Sections 30(a) and 30(b),
- 4 Article IV, of the Constitution of Missouri
- 5 From Motor Fuel Tax Fund. . . . . \$188,000,000

## Section 4.055. To the Department of Revenue

- 2 For distribution of emblem use fee contributions collected for specialty plates
- 3 From General Revenue Fund. . . . . \$1,000

## Section 4.060. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3 payment that is credited to the General Revenue Fund
- 4 From General Revenue Fund. . . . . \$1,312,000,000E

## Section 4.065. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3 payment credited to Federal and Other Funds
- 4 From Federal and Other Funds. . . . . \$50,000

## Section 4.070. To the Department of Revenue

- 2 For the purpose of refunding any tax or fee credited to the State Highways
- 3       and Transportation Department Fund
- 4 From State Highways and Transportation Department Fund.. . . . . \$2,290,564

## Section 4.075. To the Department of Revenue

- 2 For the purpose of refunding any overpayment or erroneous payment of any
- 3       amount credited to the Aviation Trust Fund
- 4 From Aviation Trust Fund.. . . . . \$50,000

## Section 4.080. To the Department of Revenue

- 2 For refunds and distributions of motor fuel taxes
- 3 From State Highways and Transportation Department Fund.. . . . . \$10,914,000

## Section 4.085. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3       payment credited to the Workers' Compensation Fund
- 4 From Workers' Compensation Fund. . . . . \$2,000,000

## Section 4.090. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3       payment for tobacco taxes
- 4 From Health Initiatives Fund.. . . . . \$25,000
- 5 From State School Moneys Fund.. . . . . 25,000
- 6 From Fair Share Fund. . . . . 11,000
- 7 Total.. . . . . \$61,000

## Section 4.095. To the Department of Revenue

- 2 For apportionments to the several counties and the City of St. Louis to
- 3       offset credits taken against the County Stock Insurance Tax
- 4 From General Revenue Fund.. . . . . \$660,700

## Section 4.100. To the Department of Revenue

- 2 For the payment of tax delinquencies set off by tax credits
- 3 From General Revenue Fund.. . . . . \$200,000

Section 4.105. There is transferred out of the State Treasury, chargeable to  
2 the General Revenue Fund, such amounts as may be necessary to  
3 make payments of refunds set off against debts as required by  
4 Section 143.786, RSMo, to the Debt Offset Escrow Fund  
5 From General Revenue Fund. . . . . \$11,292,384

Section 4.110. There is transferred out of the State Treasury, chargeable to  
2 the General Revenue Fund, such amounts as may be necessary to  
3 make payments of refunds set off against debts as required by  
4 Section 488.020(3), RSMo, to the Circuit Courts Escrow Fund  
5 From General Revenue Fund. . . . . \$1,600,000

Section 4.115. For the payment of refunds set off against debts as required  
2 by Section 143.786, RSMo  
3 From Debt Offset Escrow Fund. . . . . \$1,164,119

Section 4.120. There is transferred out of the State Treasury, chargeable to  
2 the School District Trust Fund, to the General Revenue Fund  
3 From School District Trust Fund. . . . . \$2,500,000

Section 4.125. There is transferred out of the State Treasury, chargeable to  
2 the Parks Sales Tax Fund, sixty-six hundredths percent of the funds  
3 received, to the General Revenue Fund  
4 From Parks Sales Tax Fund. . . . . \$300,000

Section 4.130. There is transferred out of the State Treasury, chargeable to  
2 the Soil and Water Sales Tax Fund, sixty-six hundredths percent of  
3 the funds received, to the General Revenue Fund  
4 From Soil and Water Sales Tax Fund. . . . . \$300,000

Section 4.135. There is transferred out of the State Treasury, chargeable to  
2 the General Revenue Fund, such amounts generated by  
3 development projects, as required by Section 99.963, RSMo, to the  
4 State Supplemental Downtown Development Fund  
5 From General Revenue Fund. . . . . \$1,040,450

Section 4.140. There is transferred out of the State Treasury, chargeable to  
 2 the General Revenue Fund, such amounts generated by  
 3 redevelopment projects, as required by Section 99.1092, RSMo, to  
 4 the Downtown Revitalization Preservation Fund  
 5 From General Revenue Fund. . . . . \$200,000

Section 4.145. There is transferred out of the State Treasury, chargeable to  
 2 the General Revenue Fund, amounts from income tax refunds  
 3 designated by taxpayers for deposit in various income tax check-off  
 4 funds  
 5 From General Revenue Fund. . . . . \$396,000

Section 4.150. There is transferred out of the State Treasury, chargeable to  
 2 various income tax check-off funds, amounts from income tax  
 3 refunds erroneously deposited to said funds, to the General Revenue  
 4 Fund  
 5 From Other Funds. . . . . \$13,669

Section 4.155. For distribution from the various income tax check-off  
 2 charitable trust funds  
 3 From Other Funds. . . . . \$50,000

Section 4.160. There is transferred out of the State Treasury, chargeable to  
 2 the Department of Revenue Information Fund, to the State  
 3 Highways and Transportation Department Fund  
 4 From Department of Revenue Information Fund.. . . . \$1,250,000

Section 4.165. There is transferred out of the State Treasury, chargeable to  
 2 the Motor Fuel Tax Fund, to the State Highways and Transportation  
 3 Department Fund  
 4 From Motor Fuel Tax Fund. . . . . \$560,178,001

Section 4.170. There is transferred out of the State Treasury, chargeable to  
 2 the Department of Revenue Specialty Plate Fund, to the State  
 3 Highways and Transportation Department Fund  
 4 From Department of Revenue Specialty Plate Fund. . . . . \$20,000

## Section 4.175. To the Department of Revenue

2	For the State Lottery Commission	
3	For any and all expenditures, including operating, maintenance and repair,	
4	and minor renovations, necessary for the purpose of operating a	
5	state lottery, provided that not more than twenty-five percent (25%)	
6	flexibility is allowed between personal service and expense	
7	and equipment. . . . .	\$41,048,458
8	For advertising expenses. . . . .	<u>16,000,000</u>
9	From Lottery Enterprise Fund (Not to exceed 153.50 F.T.E.). . . . .	\$57,048,458

## Section 4.180. To the Department of Revenue

2	For the State Lottery Commission	
3	For the payment of prizes	
4	From Lottery Enterprise Fund. . . . .	\$102,000,000E

## Section 4.185. There is transferred out of the State Treasury, chargeable to

2	the Lottery Enterprise Fund, to the Lottery Proceeds Fund	
3	From Lottery Enterprise Fund. . . . .	\$298,563,213

## Section 4.400. To the Department of Transportation

2	For the Highways and Transportation Commission and Highway Program	
3	Administration	
4	Personal Service. . . . .	\$18,092,652E
5	Expense and Equipment. . . . .	<u>3,528,949E</u>
6	From State Road Fund (Not to exceed 350.57 F.T.E.). . . . .	\$21,621,601

## Section 4.405. To the Department of Transportation

2	For department-wide fringe expenses	
3	For Administration fringe benefits	
4	Personal Service. . . . .	\$12,471,061
5	Expense and Equipment. . . . .	<u>14,565,765</u>
6	From State Road Fund. . . . .	27,036,826
7	For Construction Program fringe benefits	
8	Personal Service. . . . .	45,328,542
9	Expense and Equipment. . . . .	<u>456,307</u>
10	From State Road Fund. . . . .	45,784,849

11	For Maintenance Program fringe benefits	
12	Personal Service.....	216,453
13	Expense and Equipment.....	<u>3,010</u>
14	From Federal Funds.....	219,463
15	Personal Service.....	102,015,953
16	Expense and Equipment .....	<u>6,288,445</u>
17	From State Road Fund.....	108,304,398
18	For Fleet, Facilities, and Information Systems fringe benefits	
19	Personal Service.....	9,402,328
20	Expense and Equipment.....	<u>204,117</u>
21	From State Road Fund.....	9,606,445
22	For Multimodal Operations fringe benefits	
23	Personal Service	
24	From Federal Funds.....	184,799
25	From State Road Fund.....	305,740
26	From Railroad Expense Fund. ....	289,644
27	From State Transportation Fund. ....	94,731
28	From Aviation Trust Fund.....	<u>345,628</u>
29	Total.....	\$192,172,523

Section 4.410. To the Department of Transportation

2	For the Construction Program	
3	To pay the costs of reimbursing counties and other political subdivisions	
4	for the acquisition of roads and bridges taken over by the state as	
5	permanent parts of the state highway system, and for the costs of	
6	locating, relocating, establishing, acquiring, constructing,	
7	reconstructing, widening, and improving those highways, bridges,	
8	tunnels, parkways, travelways, tourways, and coordinated facilities	
9	authorized under Article IV, Section 30(b) of the Constitution of	
10	Missouri; of acquiring materials, equipment, and buildings	
11	necessary for such purposes and for other purposes and	
12	contingencies relating to the location and construction of highways	
13	and bridges; and to expend funds from the United States	
14	Government for like purposes	
15	Personal Service.....	\$64,987,950E

16	Expense and Equipment.....	12,884,819E
17	Construction.....	<u>897,575,650E</u>
18	From State Road Fund.....	975,448,419
19	For all expenditures associated with paying outstanding state road bond debt	
20	From State Road and State Road Bond Funds.....	<u>292,819,000E</u>
21	For the purpose of funding a feasibility study for the addition of a	
22	bike/pedestrian bridge to a St. Charles bridge	
23	From General Revenue Fund.....	<u>50,000</u>
24	Total (Not to exceed 1,326.44 F.T.E.).....	\$1,268,317,419

## Section 4.415. To the Department of Transportation

2	For Construction and Maintenance Programs	
3	Funds are to be transferred out of the State Treasury, chargeable to the	
4	Federal Stimulus - Missouri Department of Transportation Fund, to	
5	the State Road Fund, for reimbursement of expenditures for	
6	highway and bridge infrastructure investment projects	
7	From Federal Stimulus - Missouri Department of Transportation Fund.....	\$6,430,000

## Section 4.420. To the Department of Transportation

2	For the Maintenance Program	
3	To pay the costs of preserving and maintaining the state system of roads	
4	and bridges and coordinated facilities authorized under Article IV,	
5	Section 30(b) of the Constitution of Missouri; of acquiring	
6	materials, equipment, and buildings necessary for such purposes	
7	and for other purposes and contingencies related to the	
8	preservation, maintenance, and safety of highways and bridges	
9	Personal Service.....	\$307,771
10	Expense and Equipment.....	<u>54,393</u>
11	From Federal Funds.....	362,164
12	Personal Service.....	137,946,508E
13	Expense and Equipment.....	<u>218,437,298E</u>
14	From State Road Fund.....	356,383,806

15	Expense and Equipment	
16	From Motorcycle Safety Trust Fund.....	425,000



17	For all allotments, grants, and contributions from federal sources that may	
18	be deposited in the State Treasury for grants of National Highway	
19	Safety Act moneys	
20	From Federal Funds.....	14,977,120
21	For the Motor Carrier Safety Assistance Program	
22	From Federal Funds.....	<u>1,999,725</u>
23	Total (Not to exceed 3,643.93 F.T.E.).....	\$374,147,815

Section 4.425. To the Department of Transportation

2	For the Maintenance Program	
3	Funds from grants of National Highway Safety Acts are to be transferred	
4	out of the State Treasury, chargeable to the Department of	
5	Transportation Highway Safety Fund, to the State Road Fund, for	
6	expenditures associated with hazard elimination roadway projects	
7	as required by federal guidelines	
8	From Federal Funds.....	\$30,000,000

Section 4.430. To the Department of Transportation

2	For Fleet, Facilities, and Information Systems	
3	To pay the costs of constructing, preserving, and maintaining the state	
4	system of roads and bridges and coordinated facilities authorized	
5	under Article IV, Section 30(b) of the Constitution of Missouri; of	
6	acquiring materials, equipment, and buildings necessary for such	
7	purposes and for other purposes and contingencies related to the	
8	construction, preservation, and maintenance of highways and	
9	bridges	
10	Personal Service.....	\$13,825,716
11	Expense and Equipment.....	<u>58,749,799</u>
12	From State Road Fund (Not to exceed 299.25 F.T.E.).	\$72,575,515

Section 4.435. To the Department of Transportation

2	For the purpose of refunding any tax or fee credited to the State Highways	
3	and Transportation Department Fund. ....	\$25,000E
4	For refunds and distributions of motor fuel taxes. ....	<u>30,000,000E</u>
5	From State Highways and Transportation Department Fund..	\$30,025,000

Section 4.440. Funds are to be transferred out of the State Treasury,  
 2 chargeable to the State Highways and Transportation Department  
 3 Fund, to the State Road Fund

4 From State Highways and Transportation Department Fund . . . . . \$528,000,000E

Section 4.445. To the Department of Transportation

2 For Multimodal Operations Administration

3 Personal Service. . . . . \$269,658

4 Expense and Equipment . . . . . 200,000

5 From Federal Funds. . . . . 469,658

6 Personal Service. . . . . 436,794

7 Expense and Equipment . . . . . 24,852

8 From State Road Fund. . . . . 461,646

9 Personal Service. . . . . 410,086

10 Expense and Equipment. . . . . 100,902

11 From Railroad Expense Fund. . . . . 510,988

12 Personal Service . . . . . 147,971

13 Expense and Equipment. . . . . 8,820

14 From State Transportation Fund. . . . . 156,791

15 Personal Service. . . . . 487,175

16 Expense and Equipment. . . . . 24,827

17 From Aviation Trust Fund. . . . . 512,002

18 Total (Not to exceed 33.30 F.T.E.). . . . . \$2,111,085

Section 4.450. To the Department of Transportation

2 For Multimodal Operations

3 For reimbursements to the State Road Fund for providing professional and  
 4 technical services and administrative support of the multimodal  
 5 program

6 From Federal Funds. . . . . \$83,500

7 From Railroad Expense Fund. . . . . 90,500

8 From State Transportation Fund. . . . . 35,000

9 From Aviation Trust Fund. . . . . 75,567

10 Total. . . . . \$284,567

## Section 4.455. To the Department of Transportation

2 For Multimodal Operations

3 For loans from the State Transportation Assistance Revolving Fund to

4 political subdivisions of the state or to public or private

5 not-for-profit organizations or entities in accordance with Section

6 226.191, RSMo

7 From State Transportation Assistance Revolving Fund. . . . . \$1,000,000

## Section 4.460. To the Department of Transportation

2 For the Transit Program

3 For distributing funds to urban, small urban, and rural transportation systems

4 From General Revenue Fund. . . . . \$500,000

5 From State Transportation Fund. . . . . 560,875

6 Total. . . . . \$1,060,875

## Section 4.465. To the Department of Transportation

2 For the Transit Program

3 For locally matched capital improvement grants under Sections 5310 and

4 5317, Title 49, United States Code to assist private, non-profit

5 organizations in improving public transportation for the state's

6 elderly and people with disabilities and to assist disabled persons

7 with transportation services beyond those required by the

8 Americans with Disabilities Act

9 From Federal Funds. . . . . \$15,190,030

## Section 4.470. To the Department of Transportation

2 For the Transit Program

3 For an operating subsidy for not-for-profit transporters of the elderly,

4 people with disabilities, and low-income individuals

5 From General Revenue Fund. . . . . \$1,194,129

6 From State Transportation Fund. . . . . 1,274,478

7 Total. . . . . \$2,468,607

## Section 4.475. To the Department of Transportation

2 For the Transit Program

3 For locally matched grants to small urban and rural areas under Sections

4 5311 and 5316, Title 49, United States Code

5 From Federal and Local Funds. . . . . \$27,126,692

## Section 4.480. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants under Section 5309, Title 49, United States Code to assist
- 4 private, non-profit organizations providing public transportation
- 5 services
- 6 From Federal Funds. . . . . \$16,499,394

## Section 4.485. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants to metropolitan areas under Section 5305, Title 49, United
- 4 States Code
- 5 From Federal Funds. . . . . \$15,910,249

## Section 4.490. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants to public transit providers to replace, rehabilitate, and purchase
- 4 vehicles and related equipment and to construct vehicle-related
- 5 facilities under Moving Ahead for Progress in the 21st Century Act
- 6 From Federal Funds. . . . . \$5,000,000

## Section 4.495. To the Department of Transportation

- 2 For the Rail Program
- 3 For infrastructure improvements and preliminary engineering evaluations
- 4 on the existing rail corridor between St. Louis and Kansas City
- 5 From Federal Funds. . . . . \$35,000,000

## Section 4.500. To the Department of Transportation

- 2 Funds are to be transferred out of the State Treasury, chargeable to the
- 3 Federal Stimulus - Missouri Department of Transportation Fund, to
- 4 the Multimodal Operations Federal Fund, for expenditures
- 5 associated with passenger rail projects
- 6 From Federal Stimulus - Missouri Department of Transportation Fund. . . . . \$35,000,000

## Section 4.505. To the Department of Transportation

- 2 For the Light Rail Safety Program
- 3 From Light Rail Safety Fund. . . . . \$1,000,000

## Section 4.510. To the Department of Transportation

- 2 For the Rail Program
- 3 For passenger rail service in Missouri
- 4 From General Revenue Fund. . . . . \$8,900,000

## Section 4.515. To the Department of Transportation

- 2 For station repairs and improvements at Missouri Amtrak stations
- 3 From State Transportation Fund. . . . . \$25,000

## Section 4.520. To the Department of Transportation

- 2 For protection of the public against hazards existing at railroad crossings
- 3       pursuant to Chapter 389, RSMo
- 4 From Transportation Department Grade Crossing Safety Account. . . . . \$3,000,000

## Section 4.525. There is transferred out of the State Treasury, chargeable to

- 2       the Transportation Department Grade Crossing Safety Account, to
- 3       the Railroad Expense Fund
- 4 From Transportation Department Grade Crossing Safety Account. . . . . \$100,000

## Section 4.530. To the Department of Transportation

- 2 For the Aviation Program
- 3 For construction, capital improvements, and maintenance of publicly
- 4       owned airfields, including land acquisition, and for printing charts
- 5       and directories
- 6 From Aviation Trust Fund. . . . . \$10,000,000

## Section 4.531. To the Department of Transportation

- 2 For the purpose of funding airport master-planning in accordance with
- 3       Chapter 305.230 RSMo, at airports located in Mid-Missouri
- 4 From Aviation Trust Fund. . . . . \$1,000,000

## Section 4.532. To the Department of Transportation

- 2 For the purpose of funding airport improvements in accordance with
- 3       Chapter 305.230 RSMo, at the Springfield-Branson National
- 4       Airport
- 5 From Aviation Trust Fund. . . . . \$5,000,000

## Section 4.535. To the Department of Transportation

2 For the Aviation Program

3 For construction, capital improvements, or planning of publicly owned  
 4 airfields by cities or other political subdivisions, including land  
 5 acquisition, pursuant to the provisions of the State Block Grant  
 6 Program administered through the Federal Airport Improvement  
 7 Program

8 From Federal Funds. . . . . \$41,416,304

## Section 4.540. To the Department of Transportation

2 For the Waterways Program

3 For grants to port authorities for assistance in port planning, acquisition, or  
 4 construction within the port districts as follows: Jefferson County  
 5 Port Authority \$421,667, Kansas City Port Authority \$183,333,  
 6 Mississippi County Port Authority \$44,000, New Bourbon Regional  
 7 Port Authority \$458,333, New Madrid County Port Authority  
 8 \$616,000, Pemiscot County Port Authority \$91,666, Southeast  
 9 Missouri Regional Port Authority \$435,417, St. Joseph Regional  
 10 Port Authority \$499,584, Lewis County/Canton Port Authority  
 11 \$250,000, and any port authority \$375,000

12 From General Revenue Fund. . . . . \$3,000,000

13 From State Transportation Fund. . . . . 375,000

14 Total. . . . . \$3,375,000

## Section 4.545. To the Department of Transportation

2 For the Federal Rail, Port and Freight Assistance Program

3 From Multimodal Operations Federal Fund. . . . . \$1,000,000

## Section 4.550. To the Department of Transportation

2 For the Freight Enhancement Program

3 For projects to improve connectors for ports, rail, and other non-highway  
 4 transportation systems

5 From State Transportation Fund. . . . . \$850,000

**Department of Revenue Totals**

General Revenue Fund.....	\$100,453,251
Federal Funds.....	6,600,729
Other Funds. ....	<u>364,726,988</u>
Total.....	\$471,780,968

**Department of Transportation Totals**

General Revenue Fund.....	\$13,644,129
Federal Funds.....	175,439,098
Other Funds. ....	<u>1,936,969,449</u>
Total.....	\$2,126,052,676

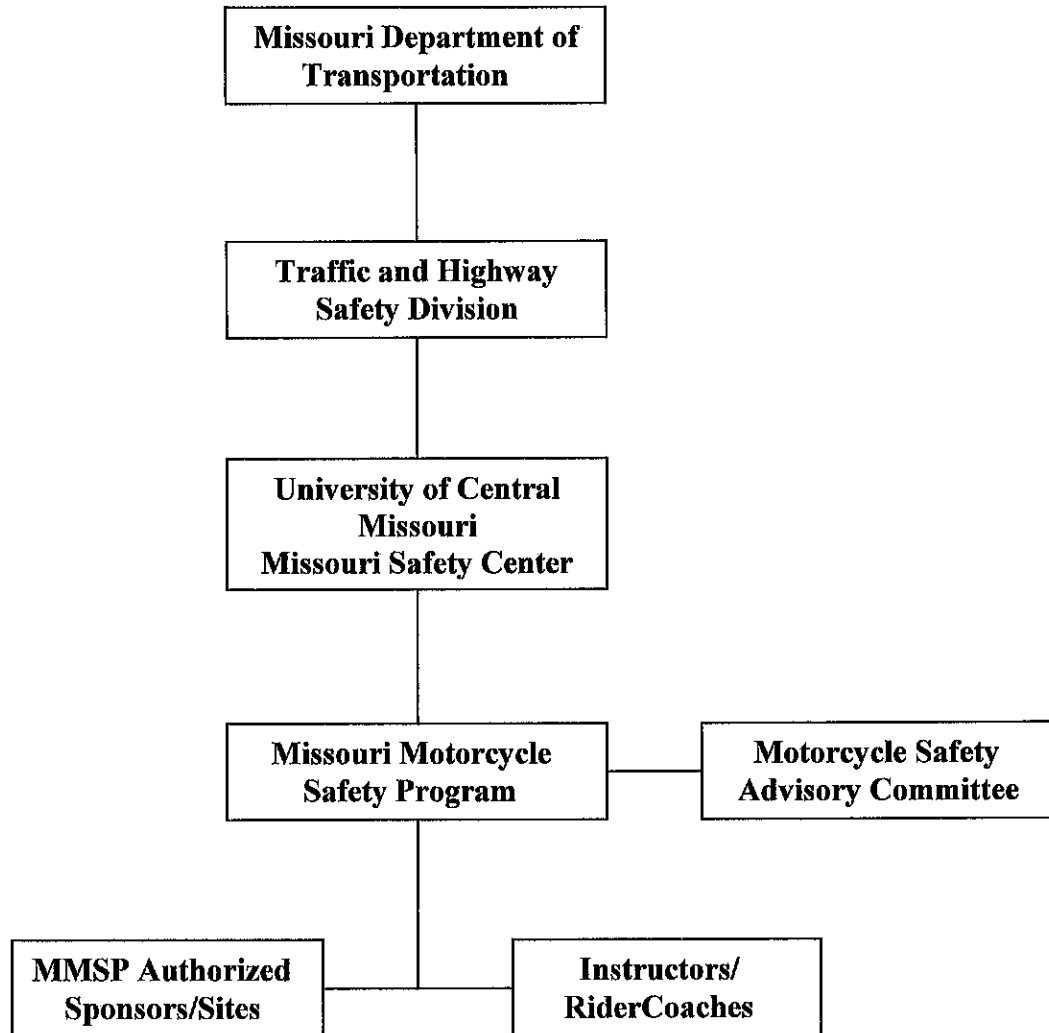
✓

# MMSP Administration

4.100

## Organizational Structure

(Rev. 2/09)





## **Missouri Motorcycle Safety Program Executive Summary**

Located at the Missouri Safety Center on the campus of the University of Central Missouri in Warrensburg, the Missouri Motorcycle Safety Program (MMSP) is an ongoing program designed to offer motorcycle safety training and awareness programs to the citizens of Missouri. The State Motorcycle Program Coordinator oversees the Missouri Motorcycle Safety Program by coordinating and implementing education programs with a statewide network of certified training sites and instructors.

The goal of the Missouri Motorcycle Safety Program (MMSP) is to increase public safety among motorcyclists and motorists by reducing motorcycle crashes and injuries through rider education and public information. The MMSP shares the vision of Missouri Department of Transportation – Traffic and Highway Safety Division to reduce the number and severity of traffic crashes in the State of Missouri.

MMSP accomplishments for 2012 include:

- Trained 5,369 people in Beginning Rider Program (BRP) and Advanced Rider Program (ARP)
- Provided professional development training to 180 Instructors/RiderCoaches
- Added 18 new Instructor/RiderCoaches, bringing the total number to 203.
- Purchased 5 new training units (motorcycles) for training sites throughout Missouri, bringing the total number of training units to 263.
- Continued operations and oversight of thirty-one training sites.
- Placed billboards throughout Missouri promoting motorcycle safety, and purchased statewide thirty-second radio spots/advertisements on 56 radio stations throughout Missouri promoting the “Motorcycle Awareness” message and purchased ad space in newspapers throughout Missouri to promote motorcycle safety training.

The MMSP is funded through the Motorcycle Safety Trust Fund in partnership with the Traffic and Highway Safety Division at the Missouri Department of Transportation. \$425,000 is appropriated to the MMSP for motorcycle safety training and awareness. Approximately \$5,400 is paid annually to the Missouri Office of Administration in support of the state’s central services. Other than those expenses, no Motorcycle Safety Trust Fund money is used for purposes other than motorcycle training and public awareness of motorcyclists. A full description of how the Motorcycle Safety Trust Fund money is used can be found in the proceeding pages.

## Missouri Motorcycle Safety Program Budget: 2011 -Present

Approximately \$325,000 to \$375,000 is collected annually through the Motorcycle Safety Trust Fund to support the Missouri Motorcycle Safety Program (MMSP). From 2010 to 2012 the annual budget was set at the annual appropriations amount of \$425,000. In 2013 and 2014 the annual budget was reduced to \$375,000 and \$350,000, respectively, due to a reduction in revenue in the Motorcycle Safety Trust Fund.

No Motorcycle Safety Trust Funds are used for purposes other than training motorcyclists and public awareness of motorcyclists.

<b>Salaries and Benefits</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Asst Program Coordinator	\$43,000.00	\$43,000.00	\$43,000.00	\$43,000.00
Program Coordinator	\$66,000.00	\$66,000.00	\$66,000.00	\$66,000.00
Office Professional	\$46,000.00	\$46,000.00	\$46,000.00	\$46,000.00
Category Sub total	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00
<b>General Operations</b>				
Category Sub total	\$34,020.00	\$34,020.00	\$81,800.00	\$85,000.00
<b>Instructor Training</b>				
Category Sub total	\$34,060.00	\$34,560.00	\$16,056.00	\$10,592.00
<b>Program Insurance</b>				
Category Sub total	\$3,600.00	\$3600.00	\$2400.00	\$2,400.00
<b>RC Uniforms/Equipment</b>				
Category Sub total	\$4,380.00	\$4380.00	\$4380.00	\$12,000.00
<b>Maintenance</b>				
Category Sub total	\$111,640.00	\$101,640.00	\$5,640.00	\$6,000.00
<b>Quality Assurance QAV/TAV</b>				
Category Sub total	\$12,000.00	\$22,000.00	\$24,000.00	\$24,000.00
<b>Equipment</b>				
Category Sub total	\$14,000.00	\$14,000.00	\$18,000.00	\$15,000.00
<b>P.I.&amp;E</b>				
Category Sub total	\$22,800.00	22,800.00	30,000.00	\$20,000.00
<b>Travel</b>				
Category Sub total	\$15,000.00	\$15,000.00	\$18,000.00	\$20,000.00
<b>Consultants</b>				
Category Sub total	\$18,000.00	\$18,000.00	\$20,000.00	\$20,000.00
<b>TOTAL</b>	<b>\$425,000.00</b>	<b>\$425,000.00</b>	<b>\$375,276.00</b>	<b>\$349,992.00</b>

**Schedule of Revenues, Expenditures, and Changes in Fund Balances**  
**Motorcycle Safety Fund**  
**THROUGH MAY 31, 2013**

	FY13 YTD 5/31/13	FY12	FY11	FY10	FY09	FY08	FY07	FY06
<b>Revenues</b>								
Fuel tax								
Sales and use tax								
Licenses, fees, and permits	340,978	381,589	366,683	342,797	382,696	369,728	378,125	195,235
Intergovernmental/cost reimb/misc	-	-	-	35,555	195	239	184	197,718
Investment earnings								
State government								
Federal government								
<b>Total revenues</b>	340,978	381,589	366,683	378,352	382,891	369,967	378,309	392,953
<b>Expenditures</b>								
Current:								
Maintenance	231,883	426,986	421,842	423,679	353,394	425,496	372,603	324,570
Multimodal operations								
Capital outlay								
Other state agencies	-	-	-	4,518	4,617	4,830	4,906	4,839
<b>Total expenditures</b>	231,883	426,986	421,842	428,197	358,011	430,326	377,509	329,409
<b>Excess of rev over (under) expend</b>	109,095	(45,397)	(55,159)	(49,845)	24,880	(60,359)	800	63,544
<b>Other Financing Sources (Uses)</b>								
Proceeds from the sale of capital assets	-	-	-	-	-	-	-	-
Transfers in (out)	-	-	-	-	-	-	-	-
<b>Total other financiing sources (uses)</b>	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balances</b>	109,094	(45,397)	(55,159)	(49,845)	24,880	(60,359)	800	63,544
<b>Fund Balances, Beginning of Year</b>	90,808	136,206	191,365	241,210	216,330	276,689	275,889	212,346
<b>Fund Balances, End of Year</b>	199,902	90,809	136,206	191,365	241,210	216,330	276,689	275,889

Note: Other State Agencies Expenditures represent "allocation of costs in support of the state's central services performed by the Office of Administration..."  
Beginning in FY11 these are not segregated, but are included in Maintenance Expenditures.

**Look Up - Fund - Led Expenditures**

**THROUGH MAY 31, 2013**

x Look Up Fund Led Expenditures

FY prompt = 2013

Fund prompt = 0246

Tr Cd	Tr Agy	Tr No.	Acceptance Date	FM	Fund	Agy	Org	Approp	Act	Obj	Obj Name	Amt	Vend/Cust Name	Line Descr
PV	300	TV130000022	Jul 23, 2012	01	0246	300	1300	T664		4001	APPROP TRANSFERS OUT	1,349.00		HB 5.245
PV	605	QTH00000567	Sep 12, 2012	03	0246	605	7K60	6311	R214	3400	DISTRIB STATE AGENCIES	63,977.62	UNIVERSITY OF CENTRAL MISSOURI	13 DN
PV	300	TV130000096	Oct 18, 2012	04	0246	300	1300	T664		4001	APPROP TRANSFERS OUT	1,349.00		HB 5.245
PV	605	QTH00001049	Nov 29, 2012	05	0246	605	7K60	6311	R214	3400	DISTRIB STATE AGENCIES	53,602.04	UNIVERSITY OF CENTRAL MISSOURI	WW
PV	300	TV130000148	Jan 8, 2013	07	0246	300	1300	T664		4001	APPROP TRANSFERS OUT	1,349.00		HB 5.245 3RD QUARTER
PV	605	QTH00001327	Jan 23, 2013	07	0246	605	7K60	6311	R214	3400	DISTRIB STATE AGENCIES	47,361.45	UNIVERSITY OF CENTRAL MISSOURI	WW
PV	605	QTH00001644	Mar 14, 2013	09	0246	605	7K60	6311	R214	3400	DISTRIB STATE AGENCIES	61,545.38	UNIVERSITY OF CENTRAL MISSOURI	DN
PV	300	TV130000190	Apr 4, 2013	10	0246	300	1300	T664		4001	APPROP TRANSFERS OUT	1,350.00		HB 5.245 4TH QUARTER
Summary												<b>231,883.49</b>		

## Look Up Revenue Group - Led Revenues

**THROUGH MAY 31, 2013**

x Look Up Rev Group Led Revenues

Fiscal Year = 2013

Date Between Jul 1, 2012 12:00 AM and May 1, 2013 11:59 PM, Between

Fund = 0246

Rev Src	Rev Src Name	Revenue Amount
1110	DRIVER'S LICENSE OR PERMIT	( 154.00)
1264	COURT FEES	( 340,823.99)
Summary		<b>( 340,977.99)</b>
Jun 3, 2013	- 1 -	2:12:32 PM

# MoDOT HIGHWAY SAFETY DIVISION MONTHLY CONTRACT REIMBURSEMENT VOUCHER

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center Inv # MSC 019 0712  
 MAKE CHECK PAYABLE TO: Missouri Safety Center MoDOT HS  
 STATE VENDOR NUMBER: 4460002930N AUG 31 2012  
 PERIOD OF CLAIM: FROM: July 1, 2012 TO: July 31, 2012  
 PROJECT #: Internal MSC TITLE: MSC019-MC03-30 Motorcycle Trust Fund  
 CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

## PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$375,000.00	100%	\$63,977.62	\$0	\$63,977.62
✓ <i>AK</i> <i>CL</i>	<i>PVQ 605 QTH</i>	<i>00000567</i>	<b>PAID</b> SEP 14 2012	
\$375,000.00	100%	\$63,977.62	\$0	\$63,977.62

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

*Susan Malott*  
Prepared By

Accountant II

Title

8/27/2012

Date

*[Signature]*  
Project Director or Authorizing Official

Director

Title

8/27/2012

Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY									
PROJECT DIRECTOR APPROVAL		LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT	
NAME:	<i>[Signature]</i>	01			02466057	K60	6311		
DATE:	09/05/2012	02							
AUDIT APPROVAL		LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT		
NAME:	<i>[Signature]</i>	01	3400		R21.4		63,977.62		
DATE:	9/11/12	02							
PROJECT/JOB NO REPORTING CATEGORY						COMMODITY CODE			
01									
02									

**MoDOT HIGHWAY SAFETY DIVISION  
MONTHLY PROJECT REIMBURSEMENT VOUCHER  
PAGE TWO**

**SCHEDULE OF BUDGET DETAIL**

MONTH OF July 2012

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
<b>Salary/Fringe</b>					
<b><u>June</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4335.00	\$1322.18	\$5657.18	100%	\$5657.18
Eric Hopp	\$2982.66	\$909.72	\$3892.38	100%	\$3892.38
Beverley Richardson	\$1572.24	\$636.77	\$2209.01	100%	\$2209.01
William Beaver	\$910.65	\$72.85	\$983.50	100%	\$983.50
Charles Cousins	\$140.10	\$11.21	\$151.31	100%	\$151.31
Jerry White	\$1342.63	\$107.41	\$1450.04	100%	\$1450.04
George Zorescu	\$303.55	\$24.29	\$327.84	100%	\$327.84
<b><u>July</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.61	\$4018.27	100%	\$4018.27
Beverley Richardson	\$2208.38	\$894.39	\$3102.77	100%	\$3102.77
William Beaver	\$116.75	\$9.34	\$126.09	100%	\$126.09
Jerry White	\$1809.63	\$144.77	\$1954.40	100%	\$1954.40
George Zorescu	\$747.20	\$59.78	\$806.98	100%	\$806.98
<b>Total of Salary/Fringe</b>			<b>\$30,489.89</b>	<b>100%</b>	<b>\$30,489.89</b>

<b>General Opts</b>				
UCM Printing Services	340.00	✓		
UCM Printing Services	325.00	—		
UCM Printing Services	35.00	—		
UCM Printing Services	515.00	—		
MAST	600.00	—		
Ameritest	415.00	—		
Route 66 Motorcycle Safety Course	1020.00	—		
Central Missouri Motorcycle Training	2585.66	—		
Central Missouri Motorcycle Training	1200.00	—		
Christopher Perry	800.00	—		
Learfield Communications (June)	1408.33	—		
Learfield Communications-Consult	5000.00	—		
Management Systems, Inc.	560.00	—		
Gator Graphics	3000.00	—		
Copier (June/July)	152.74	—		
Mailing Expense (June)	14.07	—		
Mailing Expenses (July)	26.36	—		
Phone Expenses (April/May)	946.82	—		
Phone Expenses (June/July)	1043.15	—		
Office Depot	214.67	—		
Office Depot	57.36	—		
Office Depot	20.84	—		
Office Depot	7.99	—		
Motorcycle Safety Foundation	4428.00	—		
UCM Copy Center	272.85	—		
FedEx	17.19	—		
<b>Total</b>			<b>\$25,006.03</b>	<b>100% \$25,006.03</b>



<b>Travel</b>				
Fleet Charge (June/July)	3046.40	—		
Holiday Inn Express	668.79	—		
State Motorcycle Safety Admin	770.00	—		
Davis, Michael-T card (June)	510.32	—		
Hopp, Eric-T card (June)	355.90	—		
Meter Buttons	170.95	—		
Davis, Michael	133.37	—		
Cousins, Charles	74.37	—		
Beaver, William	111.00	—		
Beaver, William	72.48	—		
Hopp, Eric	82.95	—		
Zorescu, George	315.24	—		
Zorescu, George	228.66	—		
Zorescu, George	48.84	—		
Zorescu, George	266.40	—		
White, Jerry	259.39	—		
White, Jerry	636.57	—		
White, Jerry	63.27	—		
White, Jerry	14.99	—		
White, Jerry	234.47	—		
White, Jerry	29.97	—		
White, Jerry	117.00	—		
White, Jerry	270.37	—		
<b>Total</b>			<b>\$8,481.70</b>	<b>100%</b>
				<b>\$8,481.70</b>
Total Page 1	30,489.89			
Total Page 2	25,006.03			
Total Page 3	63,997.62			
<b>Grand Total</b>	<b>\$63,977.62</b>		<b>\$63,977.62</b>	<b>100%</b>
				<b>\$63,977.62</b>

**MoDOT HIGHWAY SAFETY DIVISION** QTH00001049  
**MONTHLY CONTRACT REIMBURSEMENT VOUCHER**  
 REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center **MoDOT HS**  
 MAKE CHECK PAYABLE TO: Missouri Safety Center **PAID**  
 STATE VENDOR NUMBER: 4460002930N *Inv # MSC0190912* **DEC 6 2012**  
 PERIOD OF CLAIM: FROM: August 1, 2012 TO: September 30, 2012 **PAID**  
 PROJECT #: \_\_\_\_\_ TITLE: Internal MSC  
MSC019-MC03-30 Motorcycle Trust Fund **DEC 5 2012**  
 CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

**PROJECT FINANCIAL SUMMARY**

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$375,000.00	100%	\$117,579.66	\$63,977.62	\$53,602.04
\$375,000.00	100%	\$117,579.66	\$63,977.62	\$53,602.04

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott Accountant II 11/14/2012  
 Prepared By Title Date  
[Signature] Director 11/14/2012  
 Project Director or Authorizing Official Title Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY																																
PROJECT DIRECTOR APPROVAL						<table border="1"> <tr> <th>LINE</th> <th>FIXED ASSET</th> <th>QUANTITY</th> <th>FUND</th> <th>AGENCY</th> <th>ORG.</th> <th>APPR. UNIT</th> </tr> <tr> <td>01</td> <td></td> <td></td> <td>0246</td> <td>6057</td> <td>K60</td> <td>6311</td> </tr> <tr> <td>02</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT	01			0246	6057	K60	6311	02						
LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT																										
01			0246	6057	K60	6311																										
02																																
NAME: <u>[Signature]</u>																																
DATE: <u>11/20/2012</u>																																
AUDIT APPROVAL						<table border="1"> <tr> <th>LINE</th> <th>OBJECT</th> <th>SUB.OBJ</th> <th>ACTIVITY</th> <th>FUNCTION</th> <th>AMOUNT</th> </tr> <tr> <td>01</td> <td>3400</td> <td></td> <td>R214</td> <td></td> <td>53,602.04</td> </tr> <tr> <td>02</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT	01	3400		R214		53,602.04	02								
LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT																											
01	3400		R214		53,602.04																											
02																																
NAME: <u>D. Kline</u>																																
DATE: <u>11-21-12</u>																																
PROJECT/JOB NO REPORTING CATEGORY						COMMODITY CODE																										
01																																
02																																

**MoDOT HIGHWAY SAFETY DIVISION  
MONTHLY PROJECT REIMBURSEMENT VOUCHER  
PAGE TWO**

**SCHEDULE OF BUDGET DETAIL**

MONTH OF August - September 2012

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
<b>Salary/Fringe</b>					
<b><u>August</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$2308.76	\$935.04	\$3243.80	100%	\$3243.80
Jerry White	\$618.78	\$49.51	\$668.29	100%	\$668.29
Rebecca Carter	\$152.25		\$152.25	100%	\$152.25
<b><u>September</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$2007.61	\$813.07	\$2820.68	100%	\$2820.68
Jerry White	\$420.30	\$33.62	\$453.92	100%	\$453.92
Rebecca Carter	\$561.88		\$561.88	100%	\$561.88
<b>Total of Salary/Fringe</b>			<b>\$27,557.62</b>	<b>100%</b>	<b>\$27,557.62</b>

<b>General Opts</b>				
Mailing Expense (Aug/Sept)	73.66 -			
Phone Expenses (Aug/Sept)	1024.61 -			
Copier (Aug/Sept)	38.12 -			
MSC - Flash Drives	56.60 -			
Malott - P Card	644.48 -			
Malott - P Card	260.00 -			
Office Depot	42.75 -			
Office Depot	4.39 -			
Office Depot	71.28 -			
Hopp - P Card	5.07 -			
Davis - Supplies	10.01 -			
Davis - Supplies	21.60 -			
Learfield Communications (July)	3600.00 -			
Learfield Communications (Aug)	3600.00 -			
Learfield Communications (Sept)	3600.00 -			
MSI Management Systems, Inc. (July)	560.00 -			
MSI Management Systems, Inc. (Aug)	560.00 -			
MSI Management Systems, Inc. (Sept)	560.00 -			
Motorcycle Consumer News	44.00 -			
Yeager's Cycle Sales, Inc.	300.00 -			
Yeager's Cycle Sales, Inc.	91.90 -			
Fox Valley Systems, Inc.	531.88 -			
Ozarks Technical Community College	215.00 -			
Central Missouri Motorcycle Training	1200.00 -			
FedEx	59.13 -			
FedEx	56.81 -			
<b>Total</b>		<b>\$17,231.29</b>	<b>100%</b>	<b>\$17,231.29</b>

<b>Travel</b>				
Holiday Inn Express	1486.20	—		
Sodexo, Inc.	1443.00	—		
Enterprise Rental Car ?	256.89	—		
Davis, Michael	144.30	—		
Davis, Michael	96.57	—		
Davis, Michael	26.53	—		
Davis, Michael - ?	105.89	—		
Davis, Michael	36.19	—		
Hopp, Eric	590.52	—		
White, Jerry	281.67	—		
White, Jerry	459.10	—		
White, Jerry	210.93	—		
White, Jerry	53.28	—		
White, Jerry	229.22	—		
White, Jerry	241.43	—		
White, Jerry	75.48	—		
Hopp, Eric-T card (July) ?	248.40	—		
Hopp, Eric-T card (August)	516.61	—		
Davis, Michael-T card (July)	554.33	—		
Davis, Michael-T card (August)	1756.59	—		
<b>Total</b>			<b>\$8,813.13</b>	<b>100%</b>
				<b>\$8,813.13</b>
Total Page 1	27,557.62			
Total Page 2	17,231.29			
Total Page 3	8,813.13			
<b>Grand Total</b>	<b>\$53,602.04</b>		<b>\$53,602.04</b>	<b>100%</b>

# MoDOT HIGHWAY SAFETY DIVISION MONTHLY CONTRACT REIMBURSEMENT VOUCHER

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center QTH00001327

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N Inv # MSC0191112

PERIOD OF CLAIM: FROM: October 1, 2012 TO: November 30, 2012

PROJECT #: \_\_\_\_\_ TITLE: Internal MSC  
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

## PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$375,000.00	100%	\$165,129.41	\$117,579.66	<del>\$47,549.75</del>
✓			✓	McDOT HS
				JAN 11 2013
		<u>\$164,941.11</u>		<u>\$47,361.45</u>
\$375,000.00	100%	\$165,129.41	\$117,579.66	<del>\$47,549.75</del>

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott Accountant II 1/7/2013  
Prepared By Title Date

James R. Butler Director 1/7/2013  
Project Director or Authorizing Official Title Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

JAN 25 2013

HIGHWAY SAFETY USE ONLY:											
PROJECT DIRECTOR APPROVAL				AGENCY							
NAME	DATE	LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT			
<u>Christopher B. Feller</u>	<u>1/17/2013</u>	01			02466057	K606311					
		02									
AUDIT APPROVAL				AGENCY							
NAME	DATE	LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT				
<u>D. Kraus</u>	<u>1/25/13</u>	01	3400		R214		47,361.45				
		02									
PROJECT/JOB NO REPORTING CATEGORY				COMMODITY CODE							
		01									
		02									

**MoDOT HIGHWAY SAFETY DIVISION**  
**MONTHLY PROJECT REIMBURSEMENT VOUCHER**  
**PAGE TWO**

**SCHEDULE OF BUDGET DETAIL**

MONTH OF October - November 2012

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
<b>Salary/Fringe</b>					
<b><u>October</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$1731.58	\$701.29	\$2432.87	100%	\$2432.87
Jerry White	\$910.66	\$72.85	\$983.51	100%	\$983.51
Susan Yarbrough	\$186.80	\$14.94	\$201.74	100%	\$201.74
Rebecca Carter	\$594.50		\$594.50	100%	\$594.50
<b><u>November</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$1656.28	\$670.80	\$2327.08	100%	\$2327.08
Rebecca Carter	\$634.38		\$634.38	100%	\$634.38
<b>Total of Salary/Fringe</b>			<b>\$26,830.88</b>	<b>100%</b>	<b>\$26,830.88</b>

<b>General Opts</b>				
Mailing Expense (Oct/Nov)	\$97.47 -			
Phone Expenses (Oct/Nov)	933.77 -			
Copier (Oct/Nov)	170.50 -			
Malott - P Card	59.67 -			
Hopp - P Card	1871.55 -			
Hopp - P Card	147.94 -			
Office Depot	29.73 -			
Office Depot	111.68 -			
Learfield Communications (Oct)	3600.00 -			
Learfield Communications (Nov)	3600.00 -			
MSI Management Systems, Inc. (Oct)	560.00 -			
MSI Management Systems, Inc. (Nov)	2985.00 -			
FORR, Inc.	600.00 -			
Motorcycle Closeouts, LLC	2000.00 -			
State Motorcycle Safety Admin	1200.00 -			
<b>Total</b>		<b>\$17,967.31</b>	<b>100%</b>	<b>\$17,967.31</b>
<b>Travel</b>				
Holiday Inn Express	\$74.31 -			
Wappelhorst, Dennis	349.17 -			
White, Jerry	370.30 -			
White, Jerry	98.79 -			
Neal, Ryan	112.11 -			
Pittenger, Jeffrey	344.82 -			
Saults, Anne	179.27 -			
Grider, Robert	111.00 -			
Butler, Cathy	127.65 -			
Davis, Michael	21.97 -			
Hopp, Eric - T card (Oct)	248.56 -			
Hopp, Eric - T card (Nov)	332.18 -			
Davis, Michael - T card (Sept)	56.31 -			
Davis, Michael - T card (Oct)	277.04 -			
Davis, Michael - T card (Nov)	48.08 -			
<b>Total</b>		<b>\$2,751.56</b>	<b>100%</b>	<b>\$2,751.56</b> 2563.26
Total Page 1	26,830.88			
Total Page 2	<del>20,718.87</del> 20,530.57			
<b>Grand Total</b>	<b>\$47,549.75</b> 47,361.45	<b>\$47,549.75</b>	<b>100%</b>	<b>\$47,549.75</b>



# MoDOT HIGHWAY SAFETY DIVISION MONTHLY CONTRACT REIMBURSEMENT VOUCHER

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N

PERIOD OF CLAIM: FROM: December 1, 2012 TO: January 31, 2013

PROJECT #: Internal MSC TITLE: MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

MoDOT HS

MAR 08 2013

## PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$375,000.00	100%	<del>\$227,145.57</del>	\$164,941.11	<del>\$62,204.46</del>
		\$226,486.49		
				61,545.38
\$375,000.00	100%	\$227,145.57	\$164,941.11	<del>\$62,204.46</del>

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott

Prepared By

Accountant II

Title

3/5/2013

Date

[Signature]

Project Director or Authorizing Official

Director

Title

3/5/2013

Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

## HIGHWAY SAFETY USE ONLY

PROJECT DIRECTOR APPROVAL		HIGHWAY SAFETY USE ONLY											
NAME:	<u>[Signature]</u>	LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT					
DATE:	<u>3/12/2013</u>	01											
		02											
		LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT						
		01											
		02											
		LINE	PROJECT/JOB NO REPORTING CATEGORY				COMMODITY CODE						
		01											
		02											

**MoDOT HIGHWAY SAFETY DIVISION  
MONTHLY PROJECT REIMBURSEMENT VOUCHER  
PAGE TWO**

**SCHEDULE OF BUDGET DETAIL**

MONTH OF December 2012 – January 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
<b>Salary/Fringe</b>					
<b><u>December</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.61	\$4018.27	100%	\$4018.27
Beverley Richardson	\$1581.00	\$640.31	\$2221.31	100%	\$2221.31
Rebecca Carter	\$355.25		\$355.25	100%	\$355.25
<b><u>January</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$1731.59	\$701.29	\$2432.88	100%	\$2432.88
Rebecca Carter	\$760.73		\$760.73	100%	\$760.73
<b>Total of Salary/Fringe</b>			<b>\$25,426.96</b>	<b>100%</b>	<b>\$25,426.96</b>

<b>General Opts</b>				
Mailing Expense (Dec/Jan)	\$63.77 -			
Phone Expenses (Dec/Jan)	960.64 -			
Copier (Dec/Jan)	35.57 -			
Hopp - P Card	6.29 -			
Hopp - P Card	818.62 -			
Big St Charles	13904.00 -			
4Imprint	1966.80 -			
4Imprint	1032.62 -			
Diehl Tire Center	<del>2,659.08</del>			
Fox Valley Systems	535.68 -			
Yeager's Cycle Sales	147.80 -			
Yeager's Cycle Sales	202.84 -			
Yeager's Cycle Sales	140.00 -			
MSI Management Systems, Inc. (Nov)	2405.00 -			
MSI Management Systems, Inc. (Dec)	580.00 -			
MIC	847.00 -			
Motorcycle Safety Foundation	7763.87 -			
Motorcycle Safety Foundation	84.84			
<b>Total</b>		<del>\$32,154.42</del>	100%	<del>\$32,154.42</del>
<b>Travel</b>				
Comfort Inn	\$157.86 -			
Rhuems, Ken	226.44 -			
Davis, Michael	229.96 -			
Hopp, Eric	27.87 -			
Davis, Michael	28.84 -			
Mark Twain Region COG	162.06 -			
Hopp, Eric - T card (Jan)	230.32 -			
Davis, Michael - T card (Jan)	239.16 -			
Fleet Charge (Aug-Dec)	3320.57 -			
<b>Total</b>		\$4,623.08	100%	\$4,623.08
Total Page 1	25,426.96			
Total Page 2	36,777.50			
<b>Grand Total</b>	<b>\$62,204.46</b>	<b>\$62,204.46</b>	100%	<b>\$62,204.46</b>

-659.08 - Remove Tire invoice. These costs are recouped in Mileage Reimbursement Fleet Charge (see # 3320.57 charge below)

31,495.34

# 61,545.38

**MoDOT HIGHWAY SAFETY DIVISION**  
**MONTHLY CONTRACT REIMBURSEMENT VOUCHER**  
**REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT**

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center MoDOT HS

STATE VENDOR NUMBER: 4460002930N Inv # MSC0190313 MAY 22 2013

PERIOD OF CLAIM: FROM: February 1, 2013 TO: March 31, 2013

PROJECT #: \_\_\_\_\_ TITLE: Internal MSC  
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

**PROJECT FINANCIAL SUMMARY**

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$375,000.00	100%	\$334,655.43	\$226,486.49	\$108,168.94
\$375,000.00	100%	\$334,655.43	\$226,486.49	\$108,168.94

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott Accountant II 5/20/2013  
 Prepared By Title Date

Terry R. Smith Director 5/20/2013  
 Project Director or Authorizing Official Title Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

*ok for Payment*  
*Beckman 6/14/13*

HIGHWAY SAFETY USE ONLY											
PROJECT DIRECTOR APPROVAL						PROJECT DIRECTOR APPROVAL					
NAME: <u>[Signature]</u>						NAME: _____					
DATE: <u>6/7/2013</u>						DATE: _____					
AUDIT APPROVAL						AUDIT APPROVAL					
NAME: <u>[Signature]</u>						NAME: _____					
DATE: <u>6-7-13</u>						DATE: _____					
LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT					
01			0246	605	7K60	6311					
02											
LINE	OBJECT		SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT					
01	3400			R214		108,168.94					
02											
LINE	PROJECT/JOB NO REPORTING CATEGORY					COMMODITY CODE					
01											
02											

**MoDOT HIGHWAY SAFETY DIVISION**  
**MONTHLY PROJECT REIMBURSEMENT VOUCHER**  
**PAGE TWO**

**SCHEDULE OF BUDGET DETAIL**

MONTH OF February 2013 – March 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
<b>Salary/Fringe</b>					
<b><u>February</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.61	\$4018.27	100%	\$4018.27
Beverley Richardson	\$1505.72	\$609.81	\$2115.53	100%	\$2115.53
Rebecca Carter	\$429.98		\$429.98	100%	\$429.98
<b><u>March</u></b>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$1675.12	\$678.43	\$2353.55	100%	\$2353.55
Jerry White	\$502.03	\$40.16	\$542.19	100%	\$542.19
Rebecca Carter	\$613.73		\$613.73	100%	\$613.73
<b>Total of Salary/Fringe</b>			<b>\$25,711.77</b>	<b>100%</b>	<b>\$25,711.77</b>

<b>General Opts</b>				
Mailing Expense (Feb/Mar)	\$67.53 ✓			
Phone Expenses (Feb/Mar)	985.26 ✓			
Copier (Feb/Mar)	790.84 ✓			
Hopp - P Card	257.32 ✓			
Hopp - P Card	119.40 ✓			
Dell	230.99 ✓			
St Louis Powersports	6600.00 ✓			
Yeager's Cycle Sales	17154.00 ✓			
Yeager's Cycle Sales	374.04 -			
Yeager's Cycle Sales	54.95 -			
Yeager's Cycle Sales	527.40 -			
4Imprint	1726.22 -			
4Imprint	563.96 -			
4Imprint	430.05 -			
4Imprint	290.52 -			
MSI Management Systems, Inc. (Jan)	2985.00 -			
MSI Management Systems, Inc. (Feb)	3485.00 -			
MSI Management Systems, Inc. (Mar)	580.00 -			
MSI Management Systems, Inc. (Apr)	698.04 -			
Motorcycle Safety Foundation	6421.21 -			
Central MO Motorcycle Training	360.00 -			
Central MO Motorcycle Training	1000.00 -			
Route 66 MC Safety Course	1305.39 -			
Cycle Trader	800.00 -			
CC-Maple Woods	65.09 -			
Lady Catherine's Monogramming	314.00 -			
Cycle Gear	630.00 -			
Rolling Wheels Training	298.25 -			
Kerley Digital Prints	55.00 -			
UCMarket-Motorcycle Safety Foundation	5782.35			
UCMarket-Office Depot	10.99 -			
UCMarket-Office Depot	56.42 -			
UCMarket-Office Depot	57.11 -			
UCMarket-Gov Connection	74.51 -			
UCMarket-OfficeMax	57.45 -			
UCMarket-OfficeMax	5.84 -			
UCMarket-OfficeMax	19.15 -			
UCMarket-Amazon	49.07 -			
UCMarket-Amazon	38.94 -			
UCMarket-B&H Photo	69.00 -			
Keith Memorial Golf Course	4331.06 -			
The Muleskinner	150.00 -			
<b>Total</b>		<b>\$59,871.35</b>	<b>100%</b>	<b>\$59,871.35</b>

*MISSOURI*

**Section 405(g)**

**State Graduated  
Driver Licensing  
Grant**

**(No Application)**